

General Location of National System of Interstate Highways

INCLUDING ALL ADDITIONAL ROUTES
AT URBAN AREAS
DESIGNATED IN SEPTEMBER 1955

DOCUMENTS DEPT.

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

General locations of routes of the National System of Interstate Highways, including additional routes into, through, and around urban areas, submitted by the several State highway departments, as adjusted, and approved by the Commissioner of Public Roads

September 15, 1955

supplementing the National System of Interstate Highways approved by the Administrator, Federal Works Agency, August 2, 1947.

Approved routes, including additions, are shown on the maps herein, one for each urban area. All urban areas on the National System of Interstate Highways not shown in this folio are served by the Interstate routes previously approved passing through or around these urban areas.

Approved:

C. D. Gortiss
Commissioner of Public Roads

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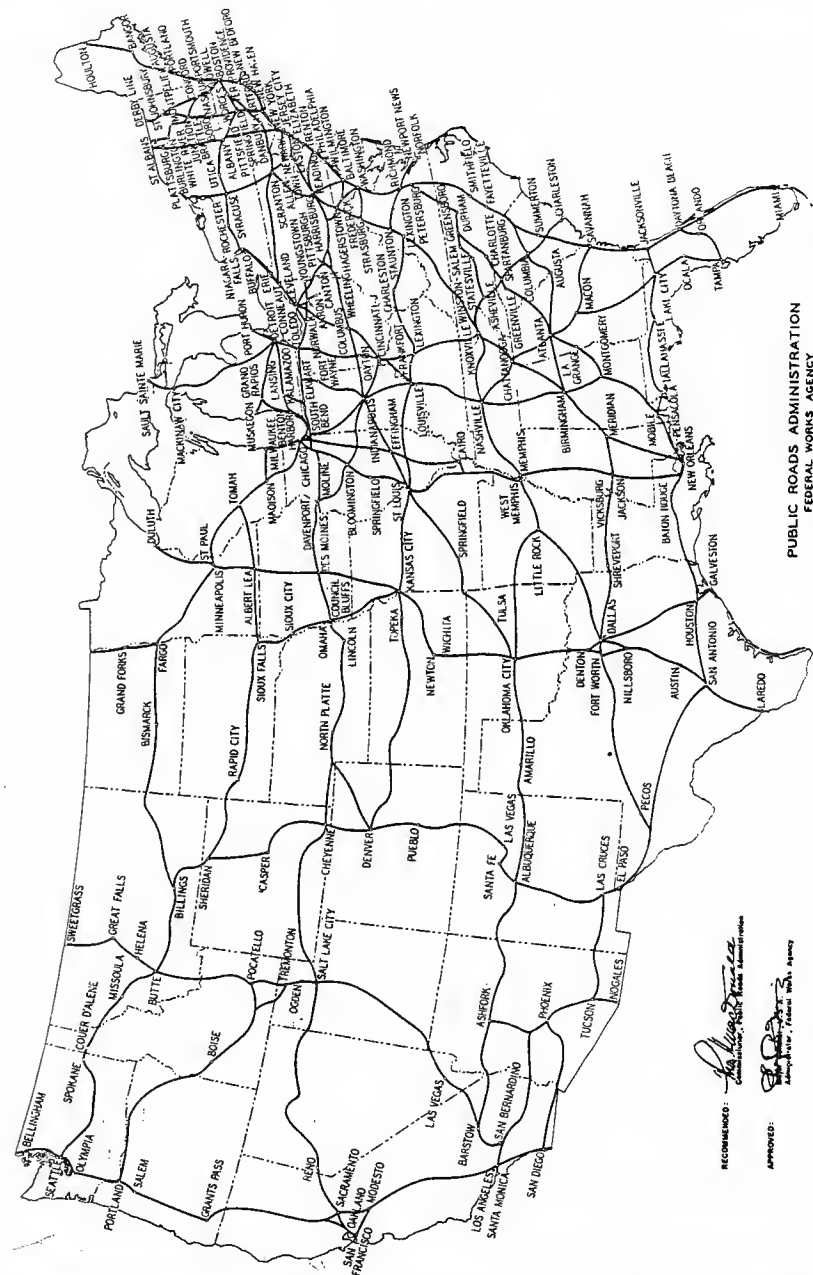
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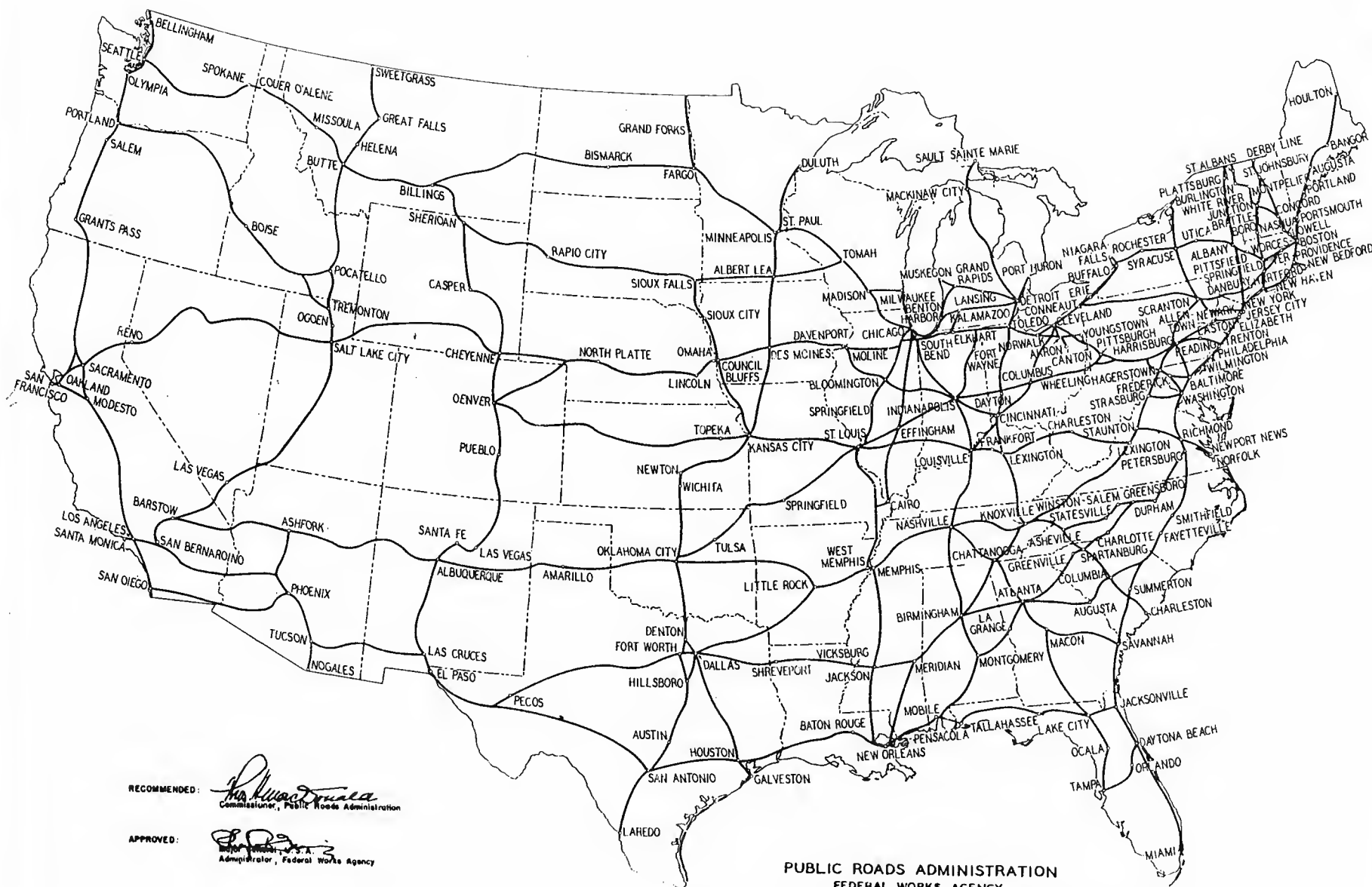
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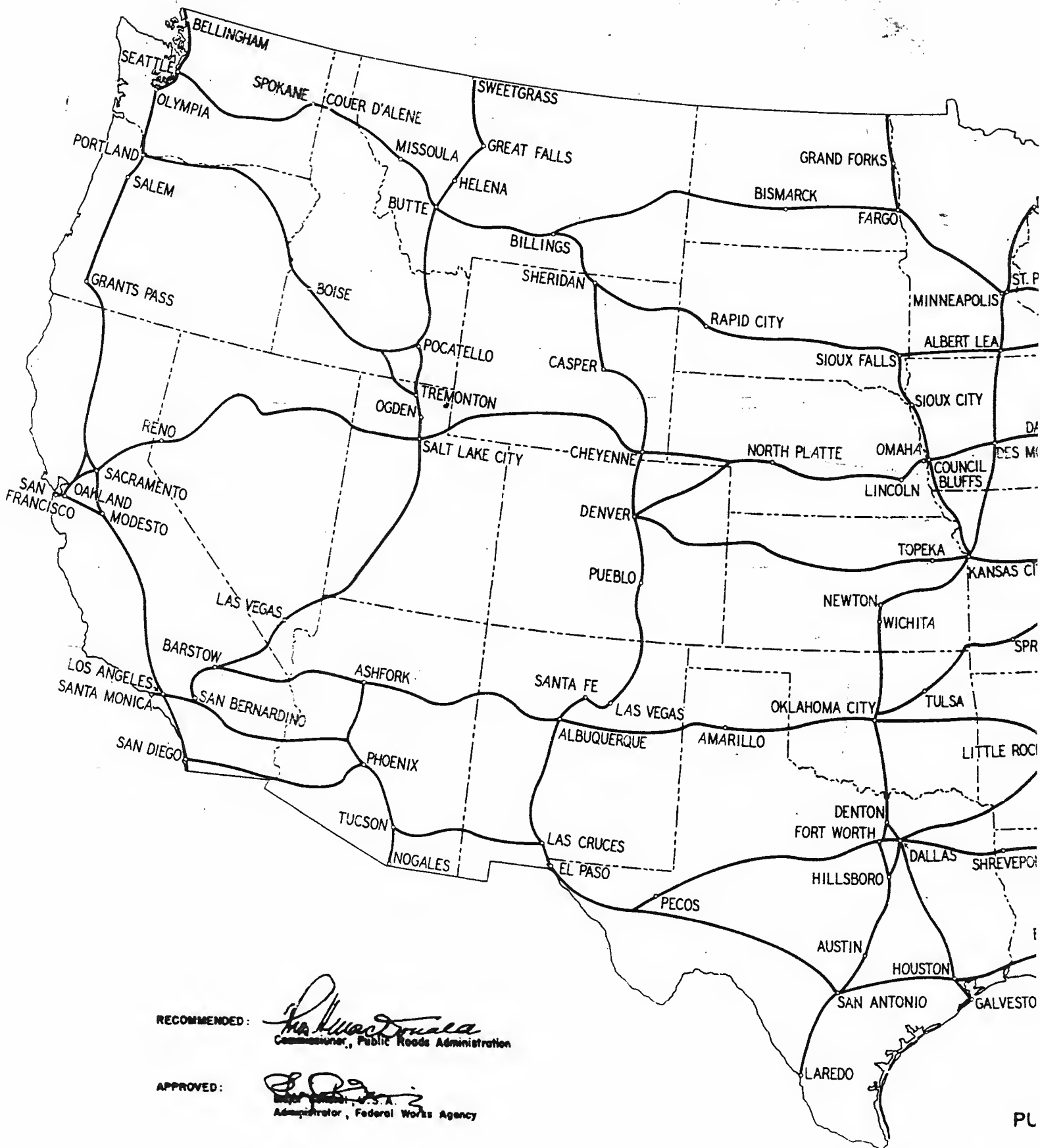
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NATIONAL SYSTEM OF INTERSTATE HIGHWAYS
 SELECTED BY JOINT ACTION OF THE SEVERAL STATE HIGHWAY DEPARTMENTS
 AS MODIFIED AND APPROVED
 BY THE ADMINISTRATOR, FEDERAL WORKS AGENCY
 AUGUST 2, 1947



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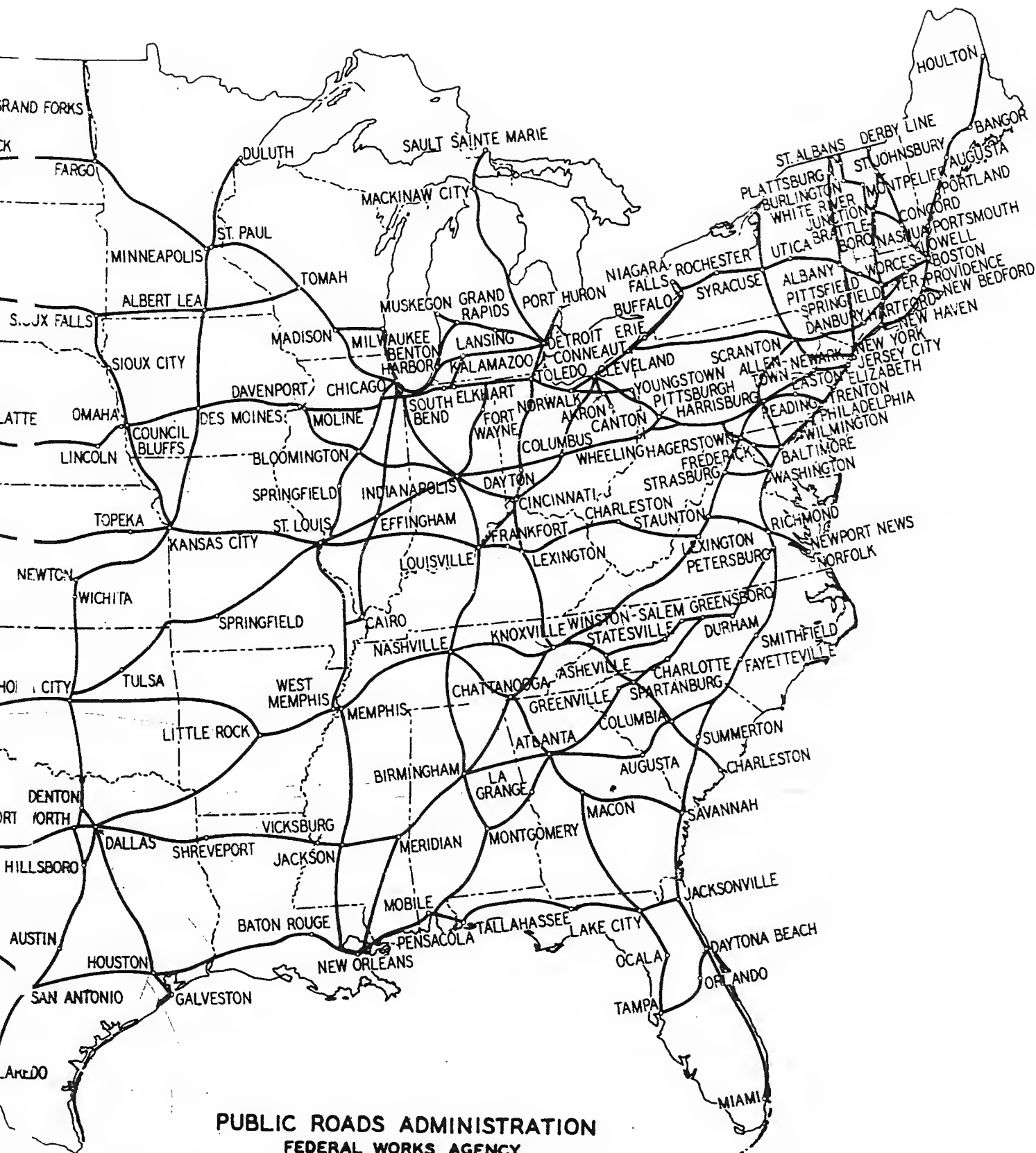
W. W. Wadsworth
Commissioner, Public Roads Administration

APPROVED:

W. W. Wadsworth
Major General, U.S.A.
Administrator, Federal Works Agency

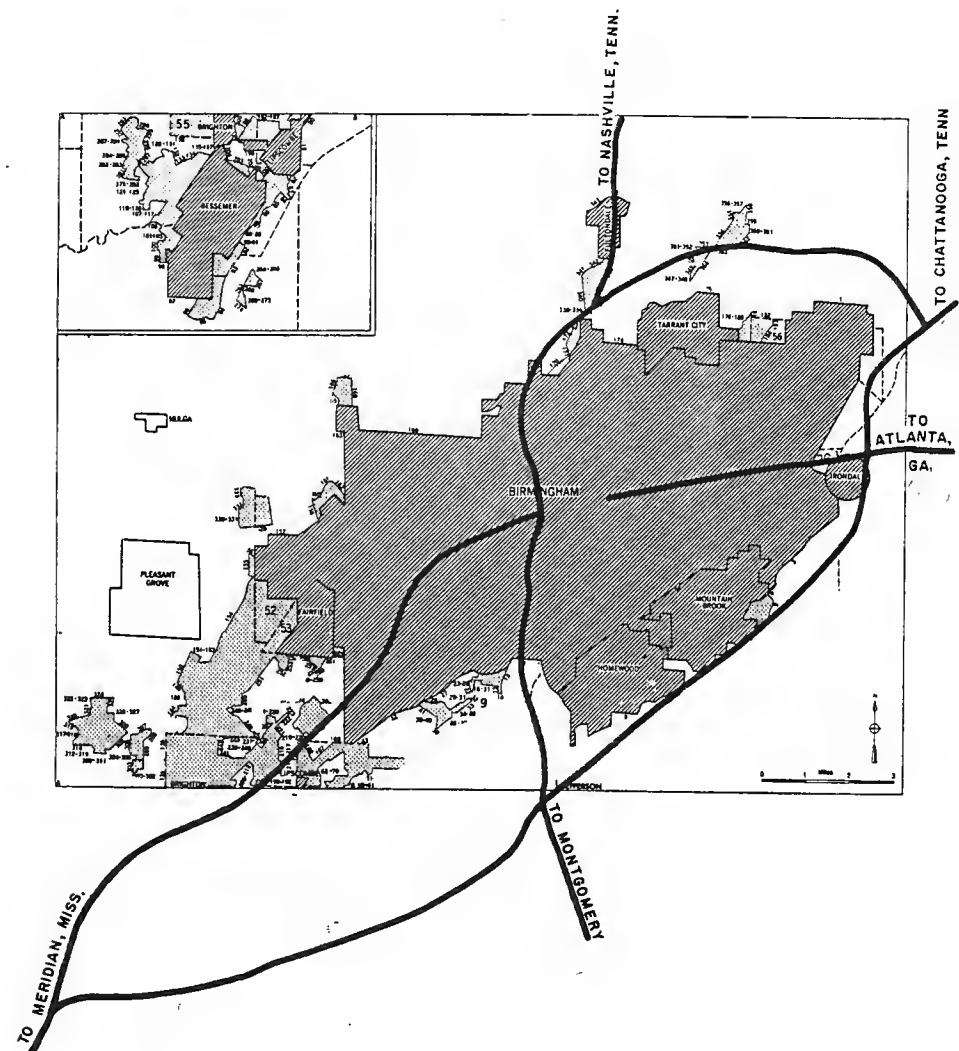
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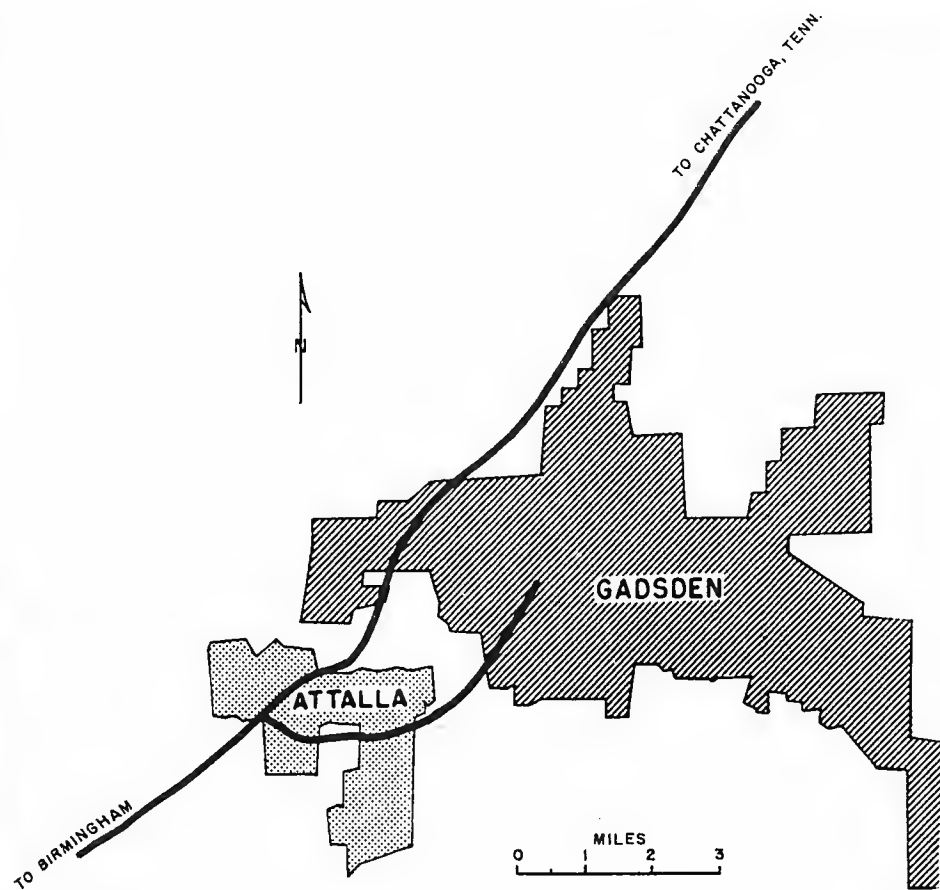
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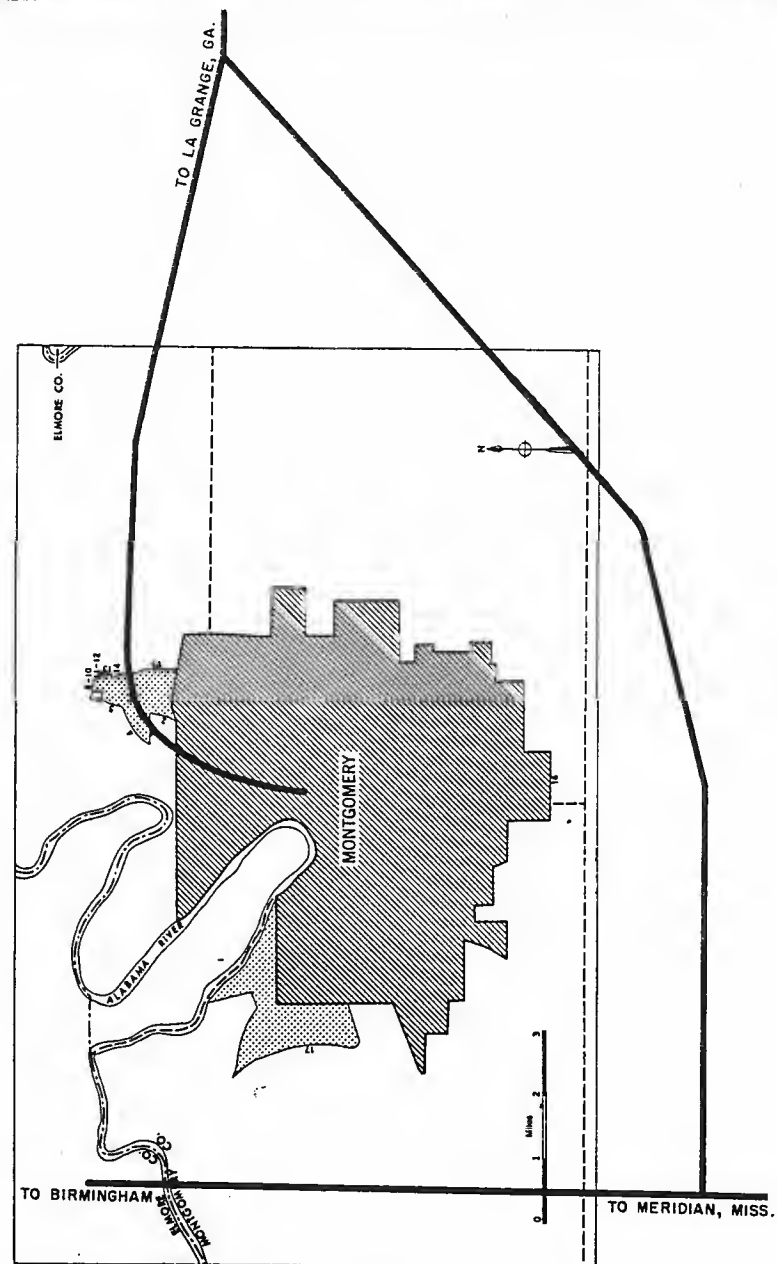
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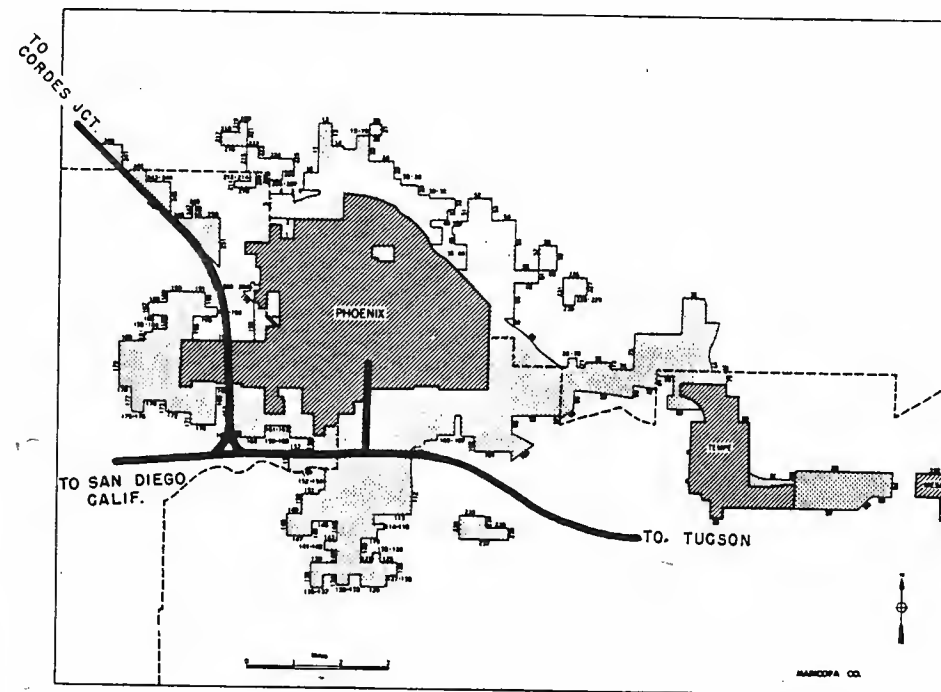
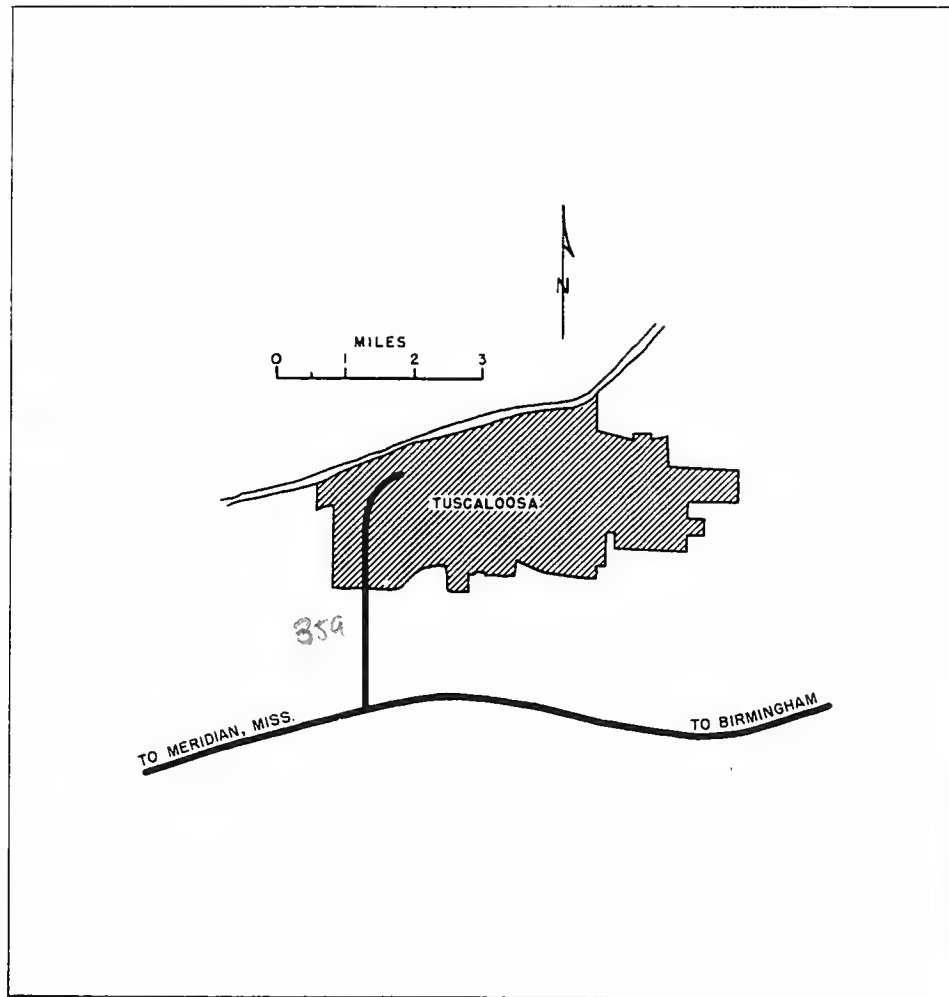


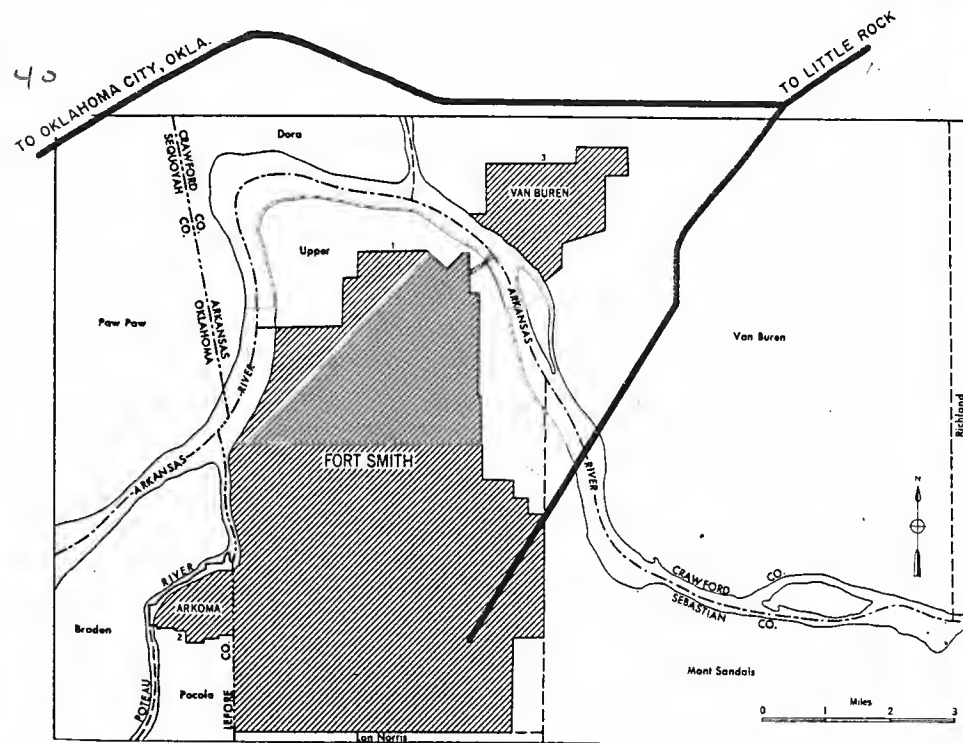
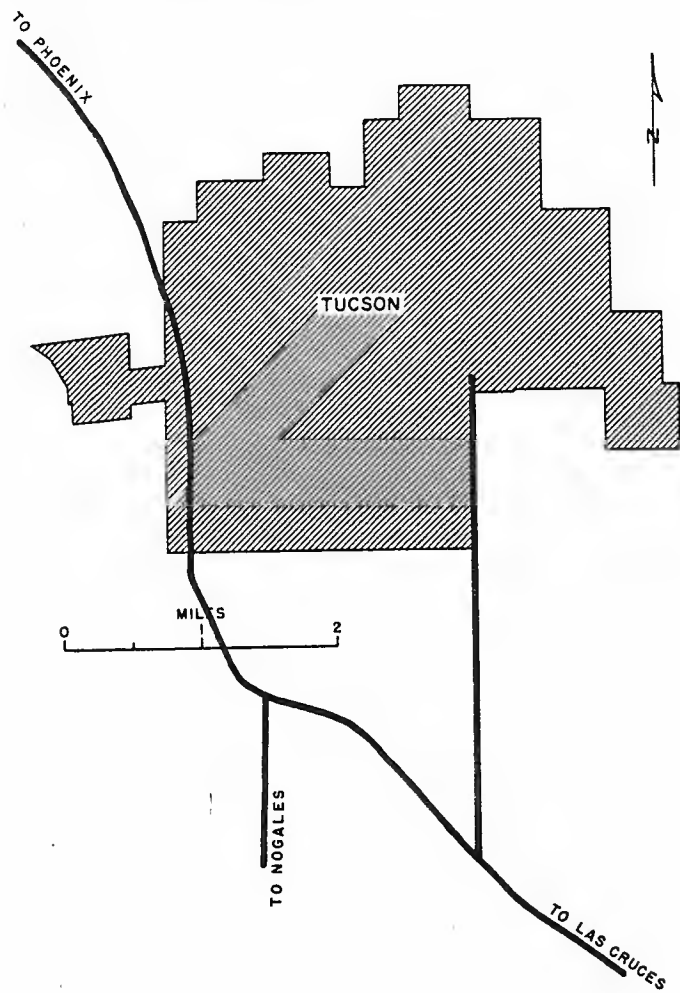


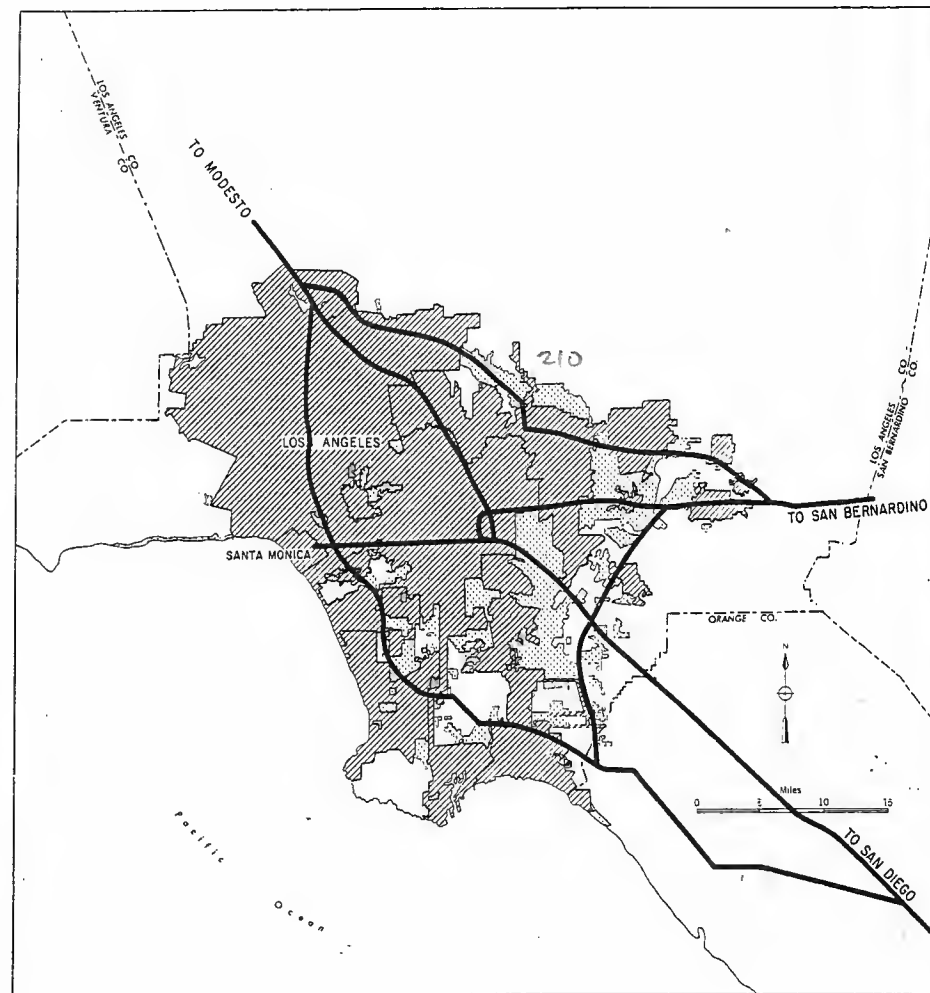
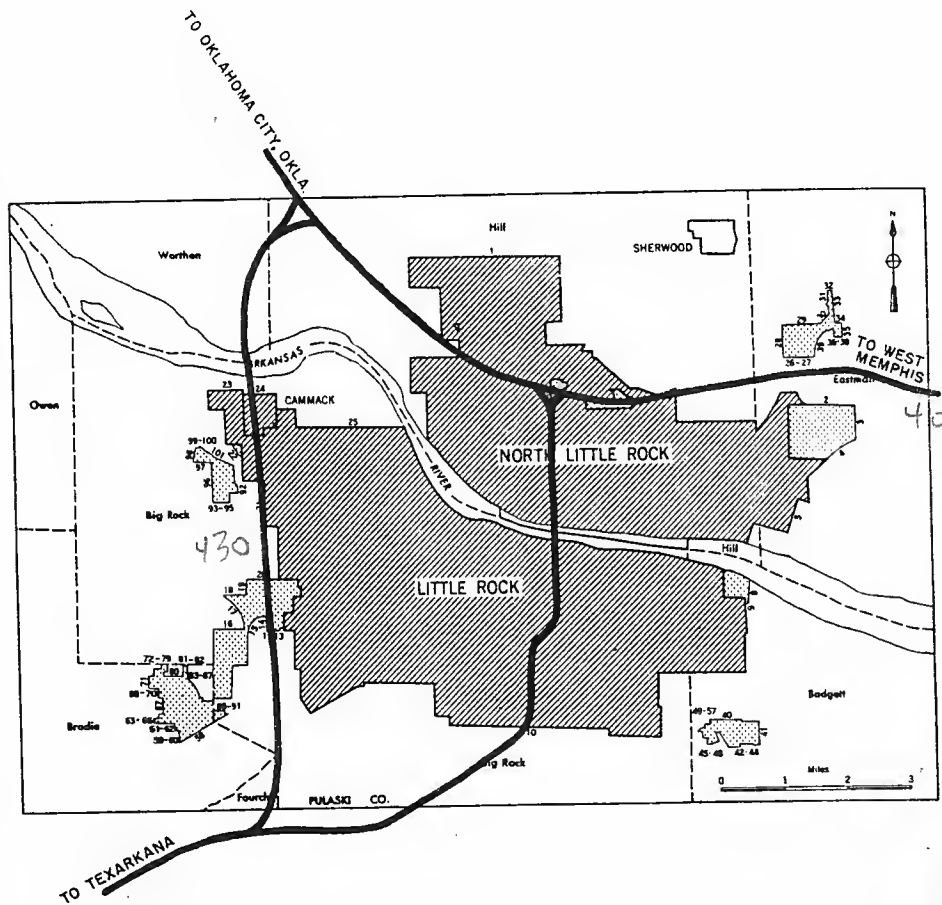
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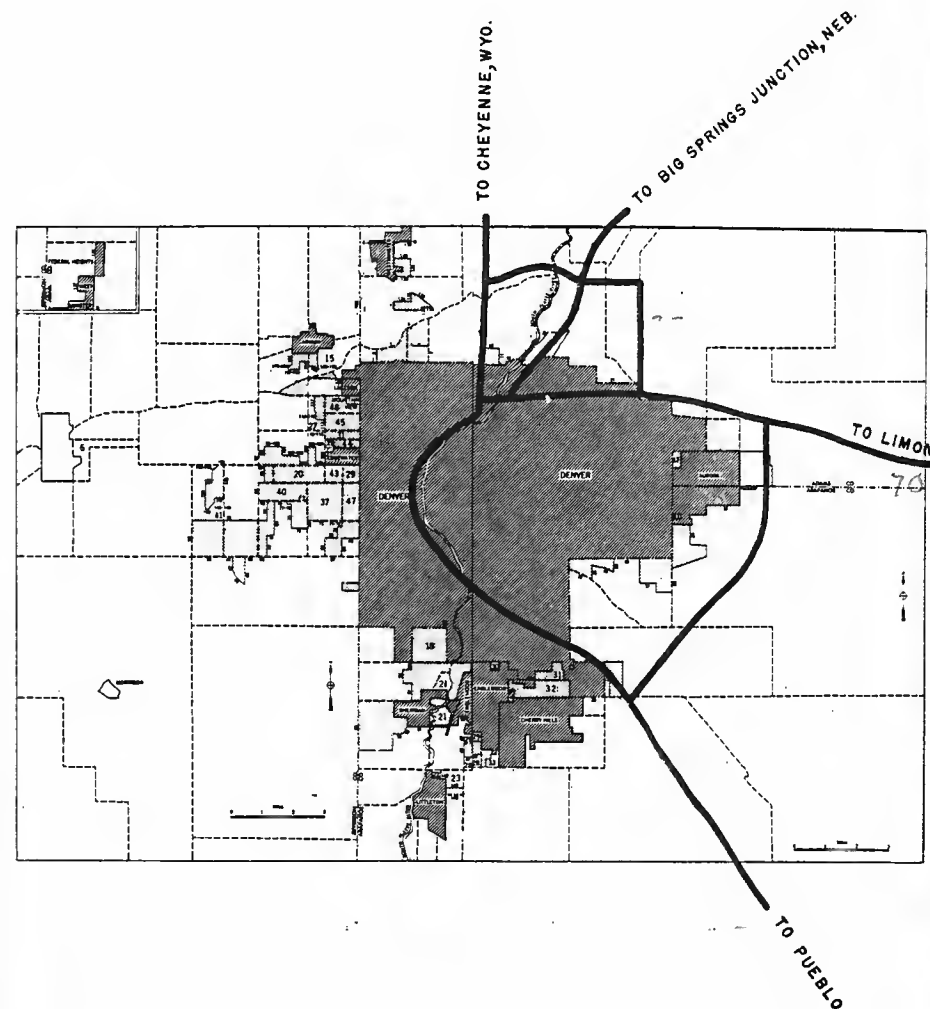
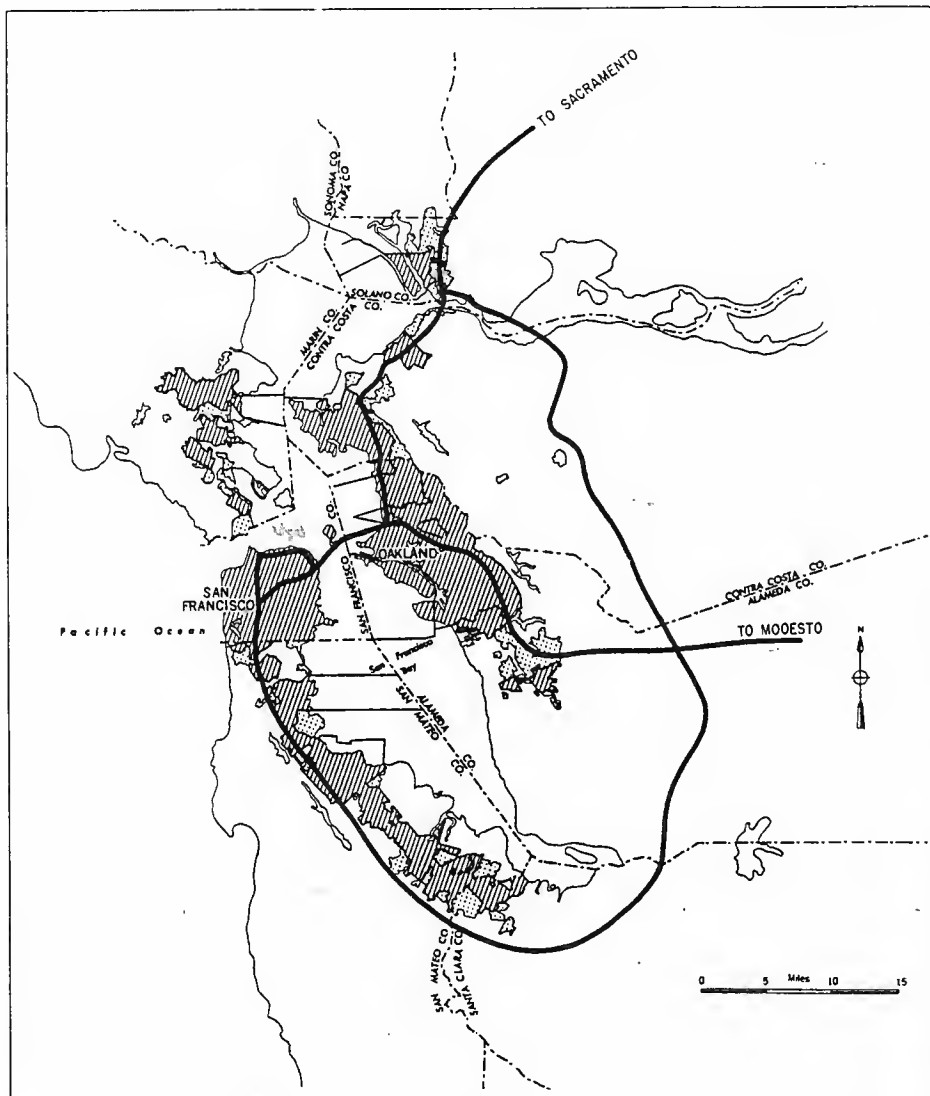


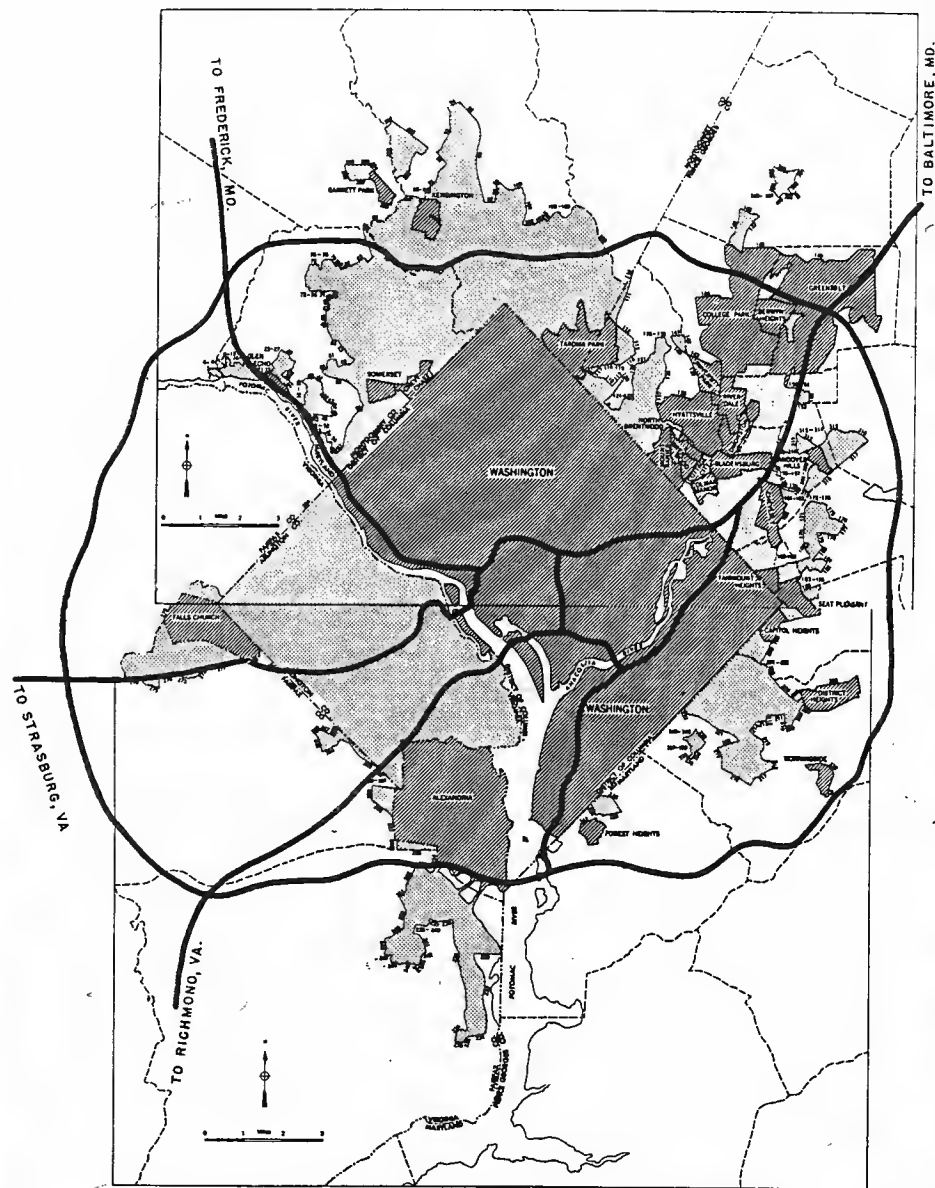
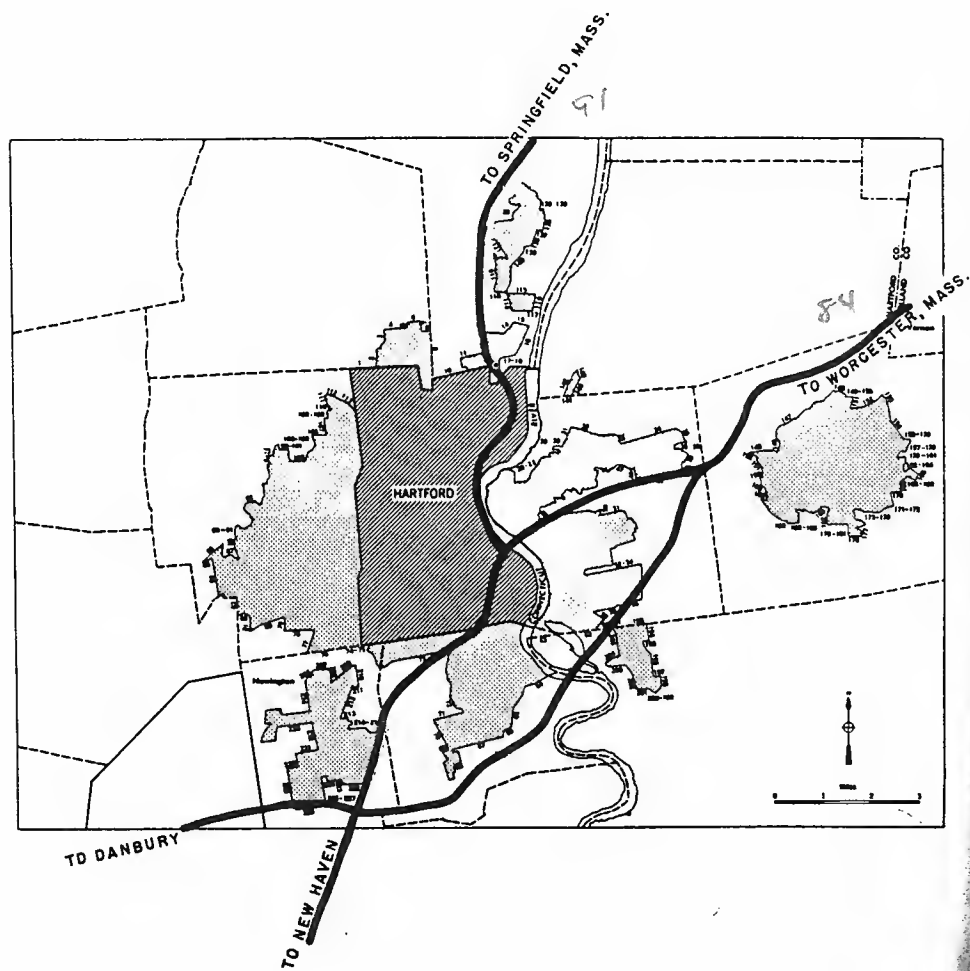
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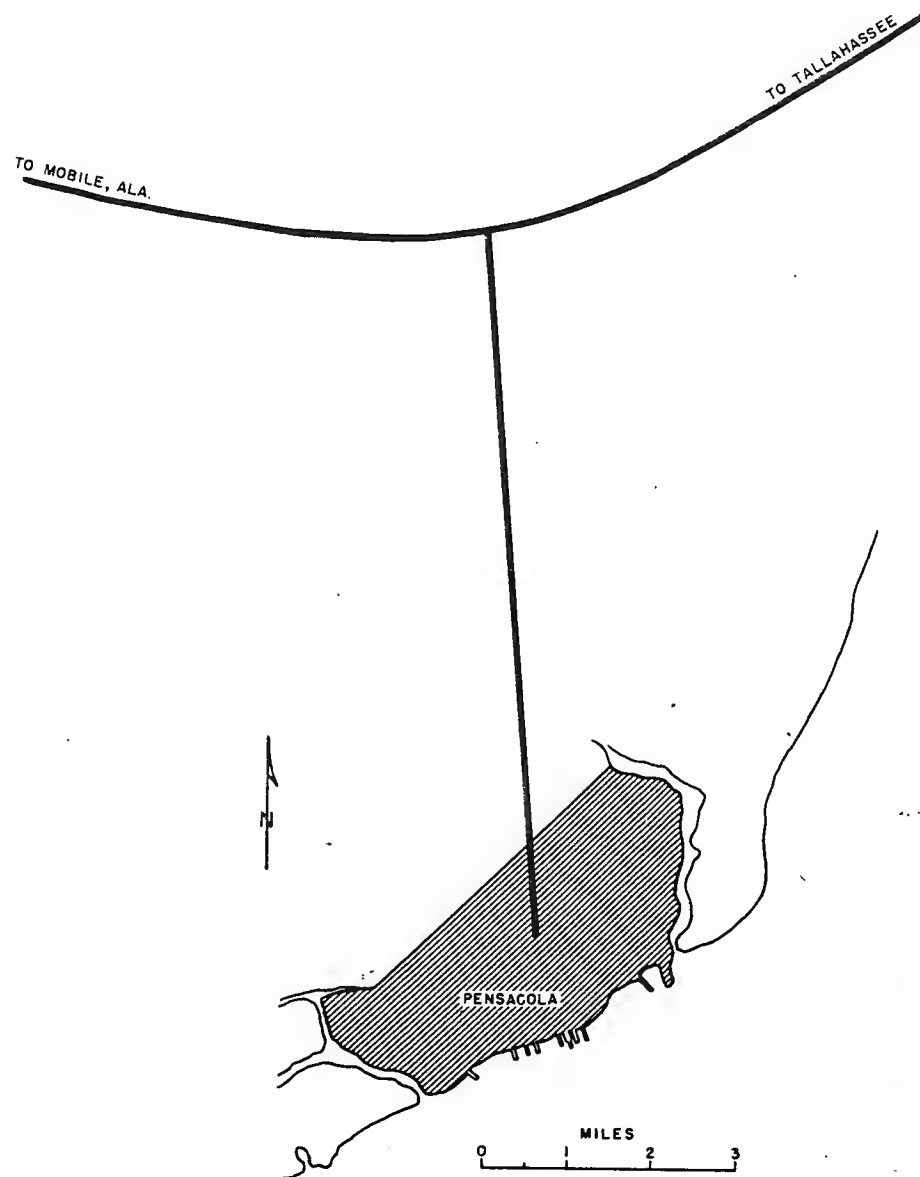
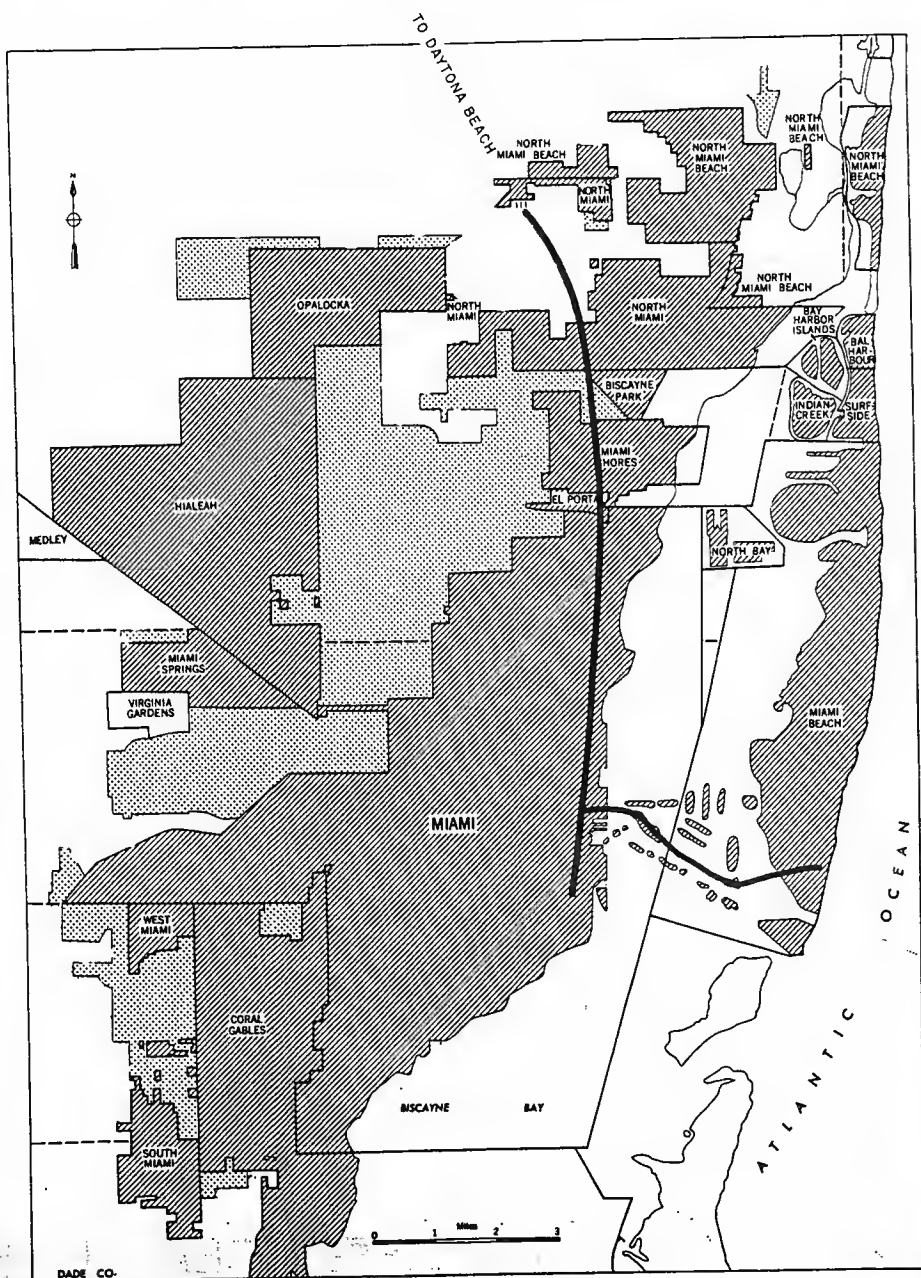


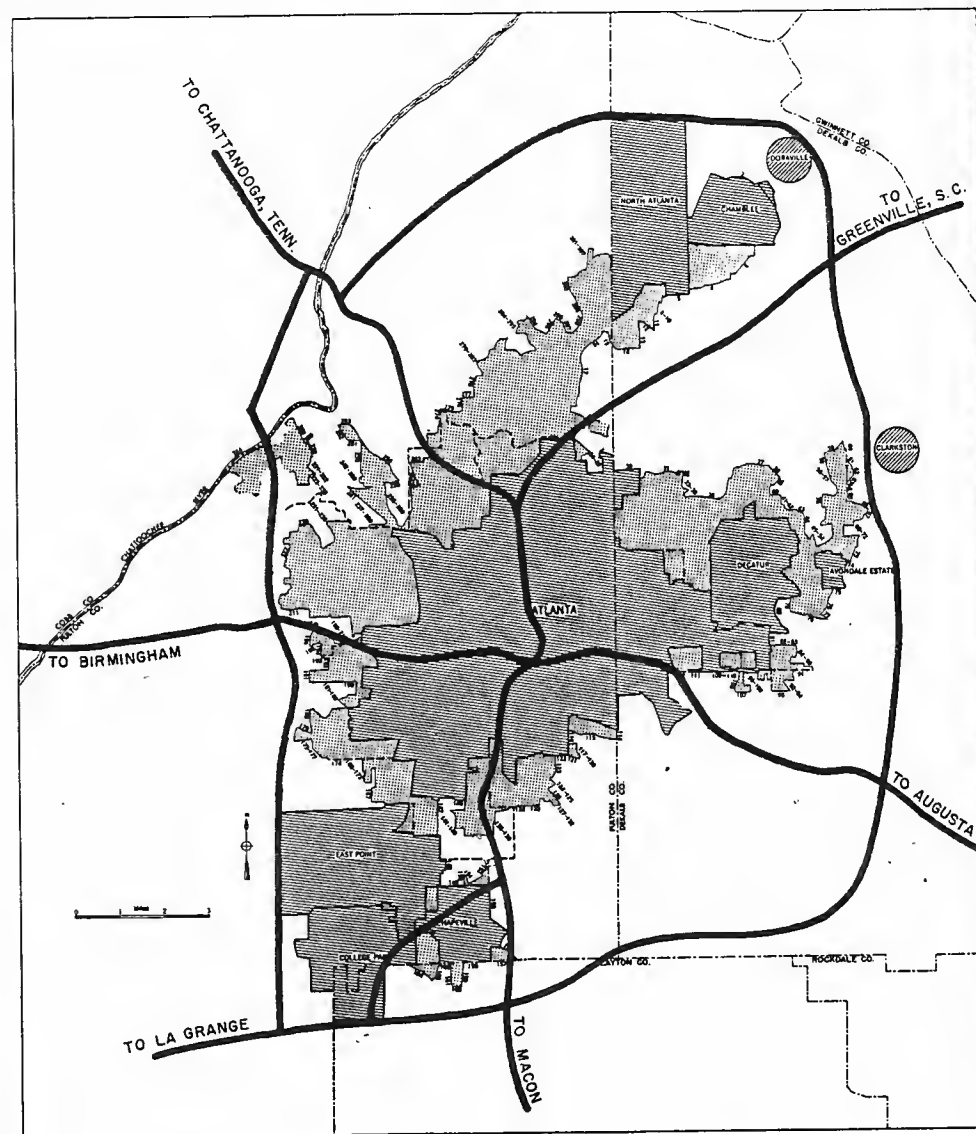
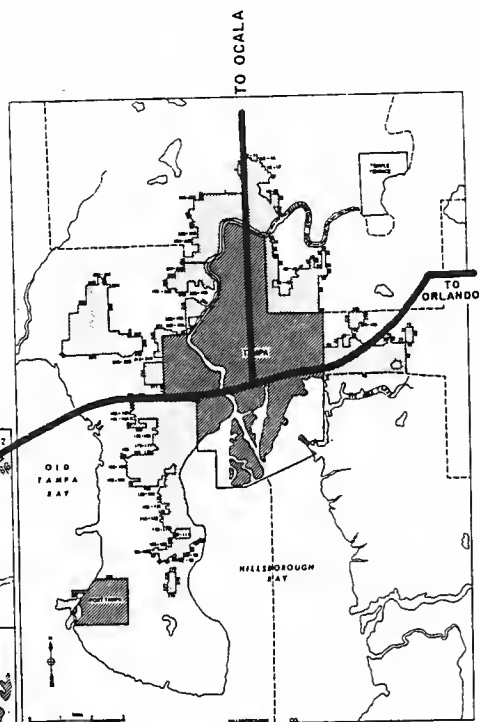
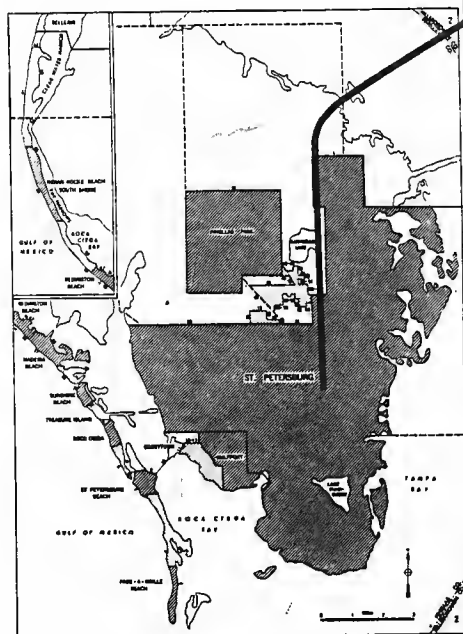


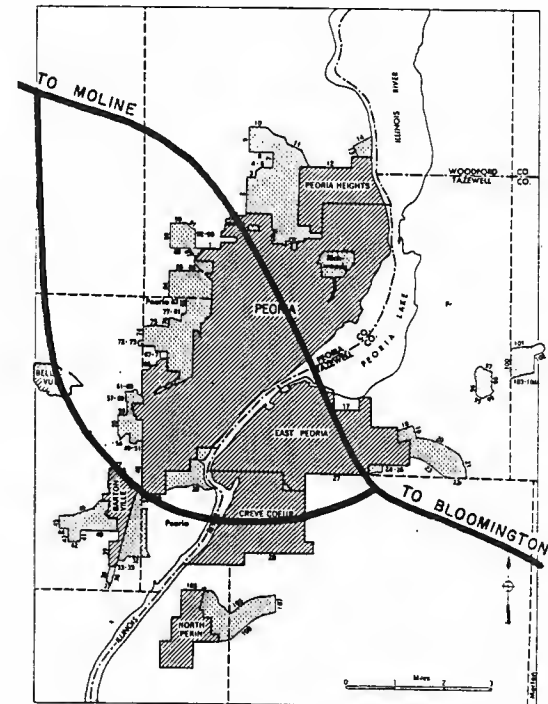
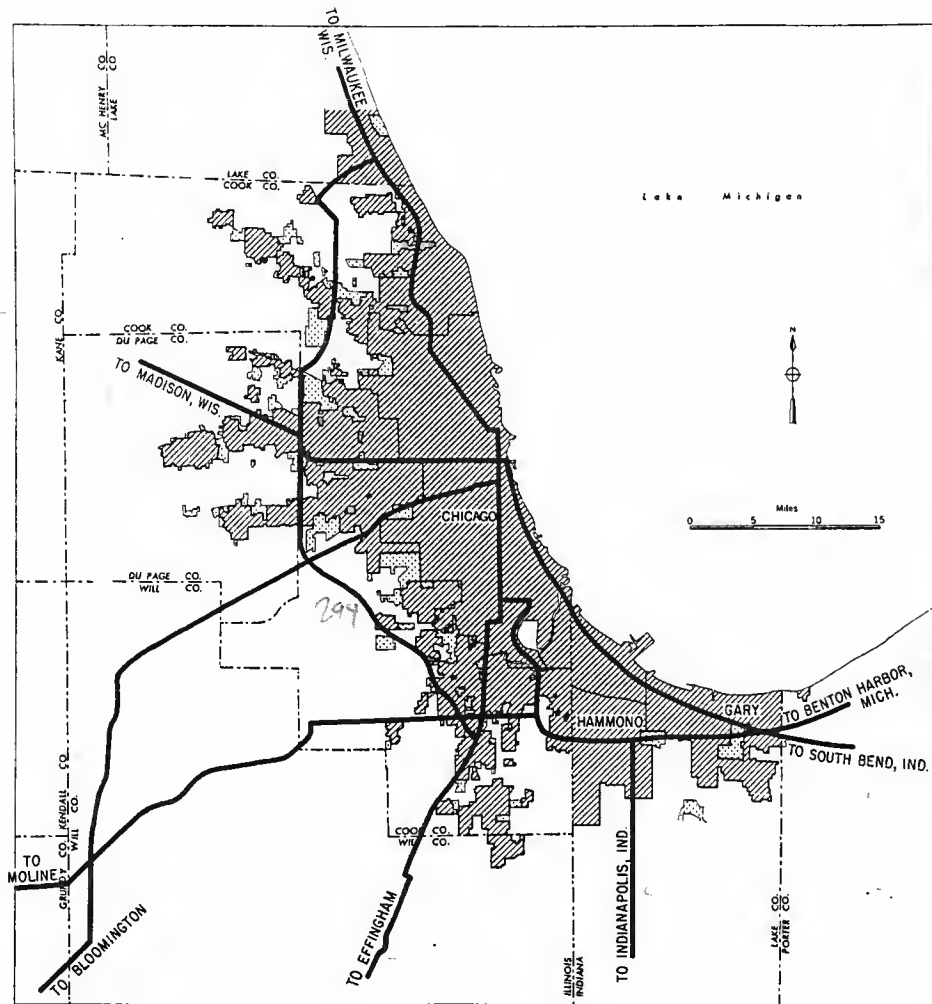


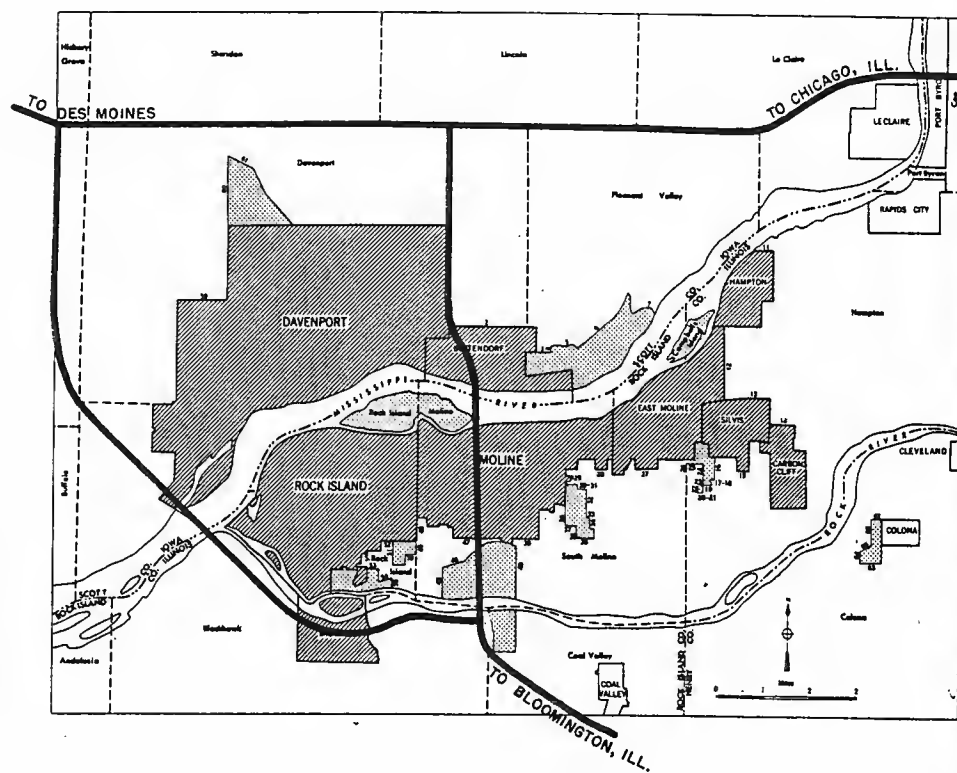
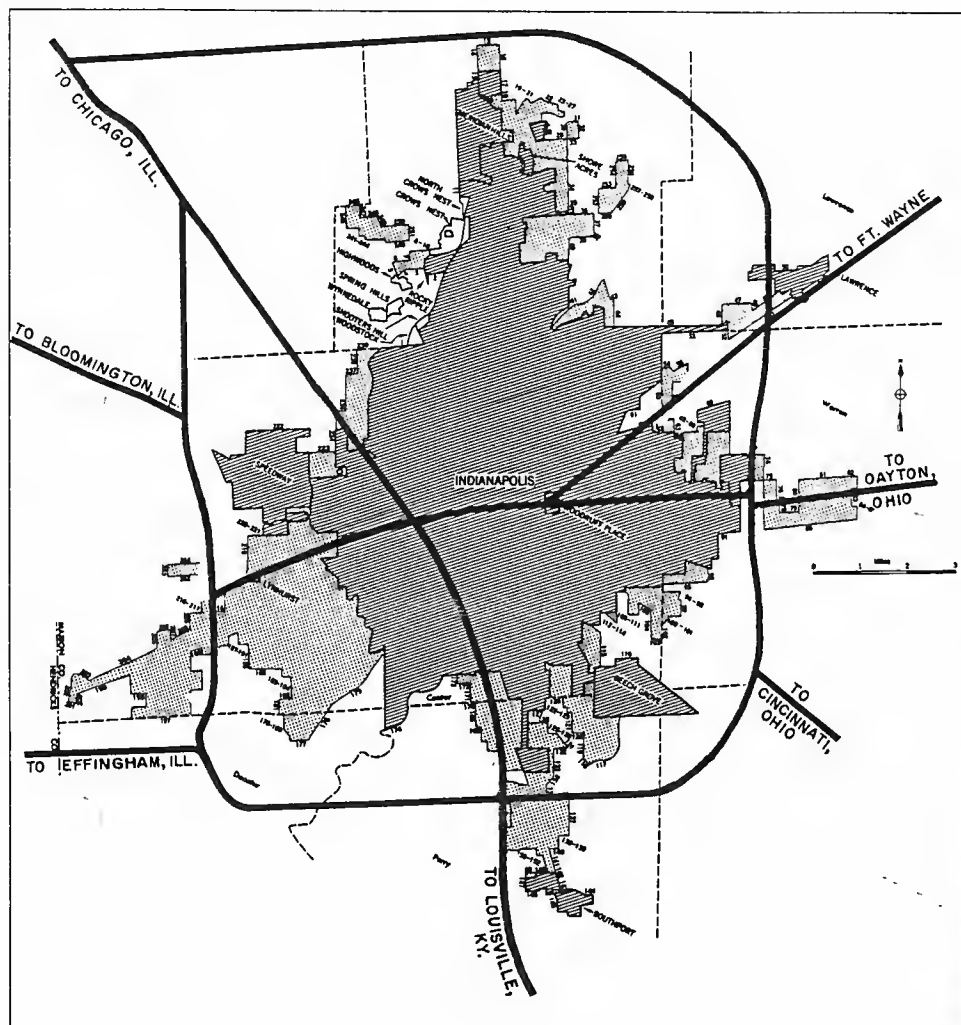


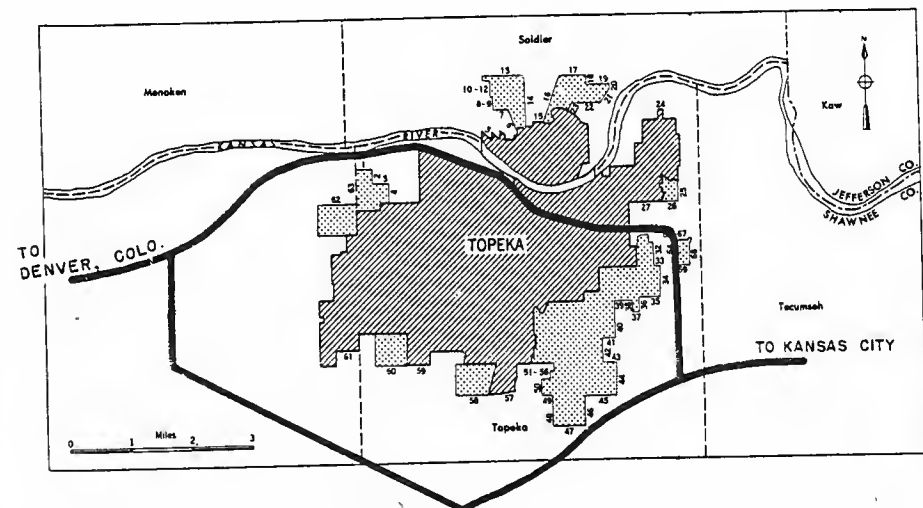
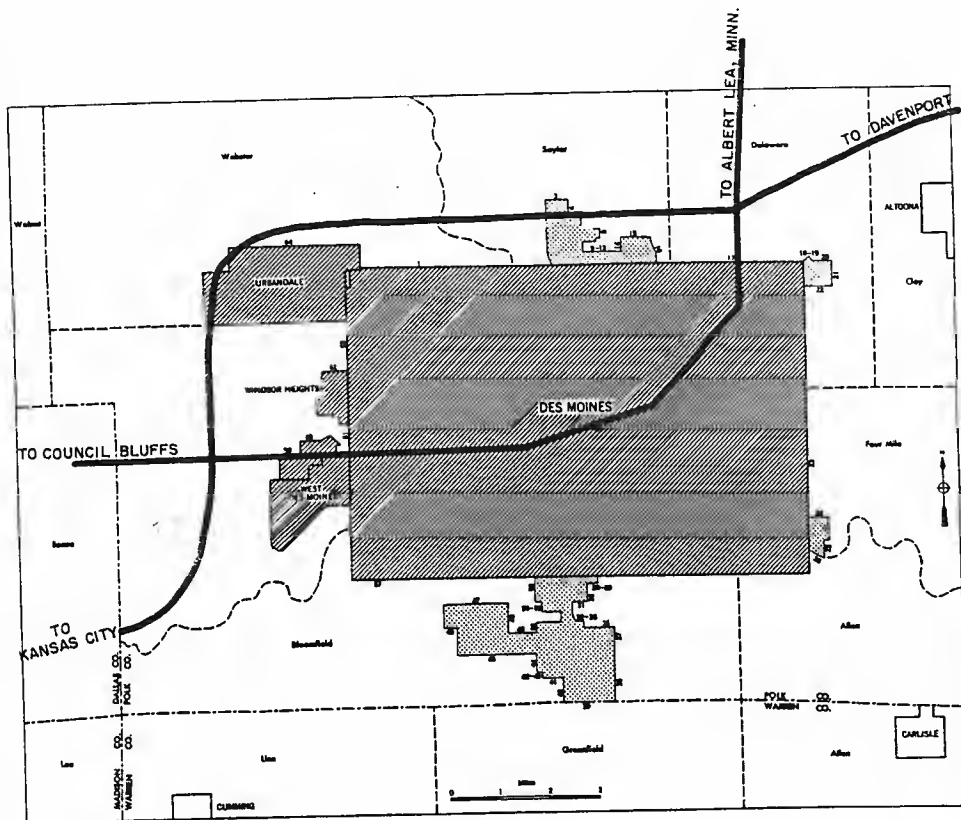


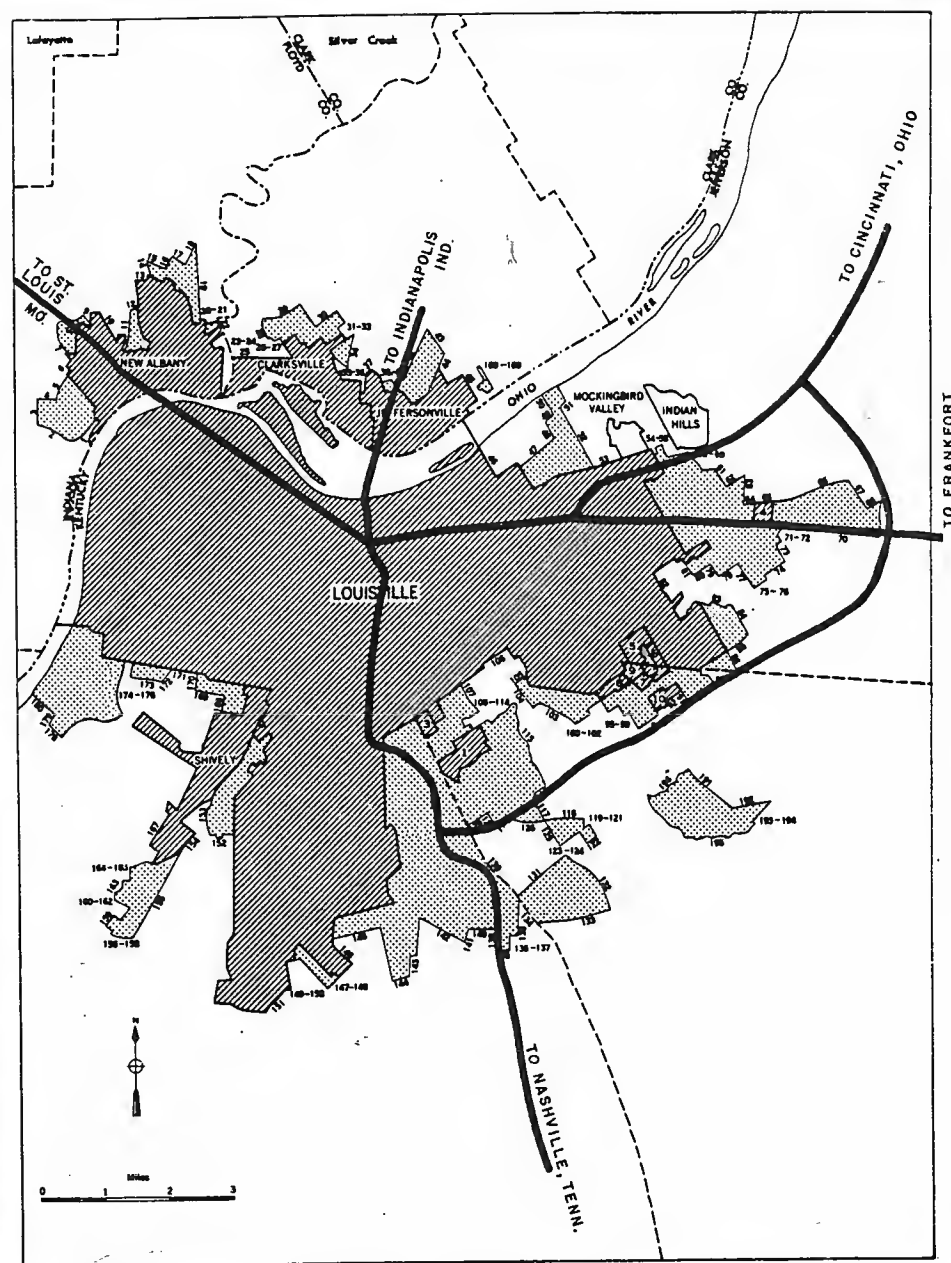
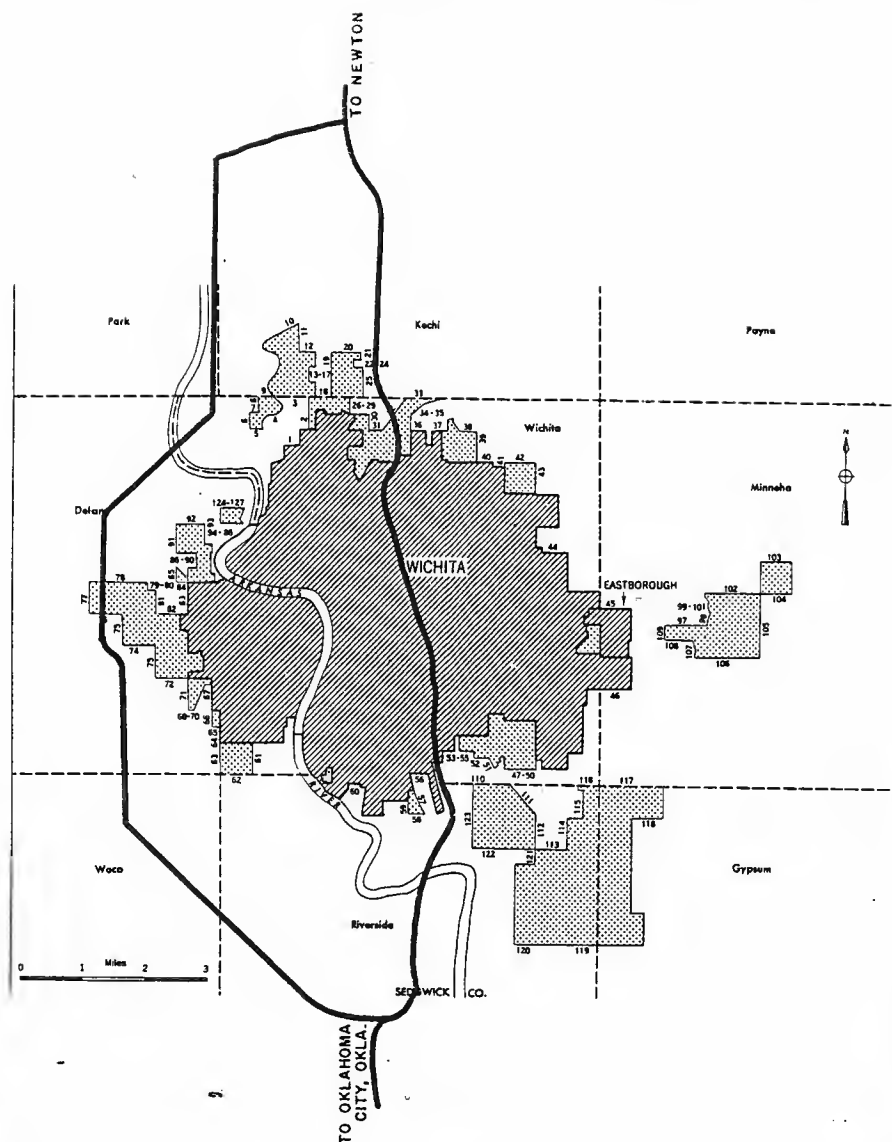


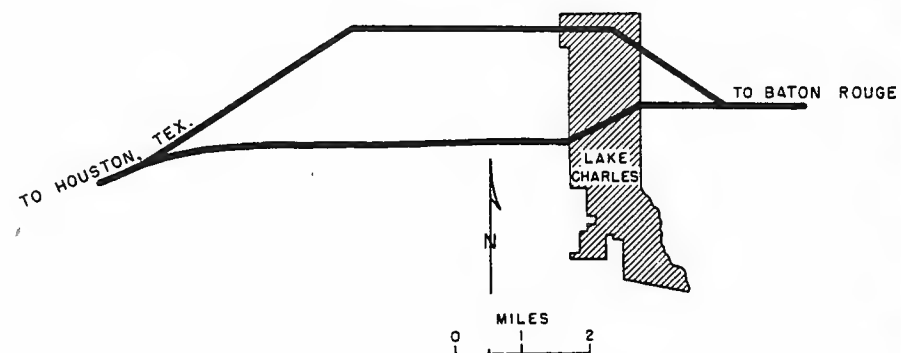
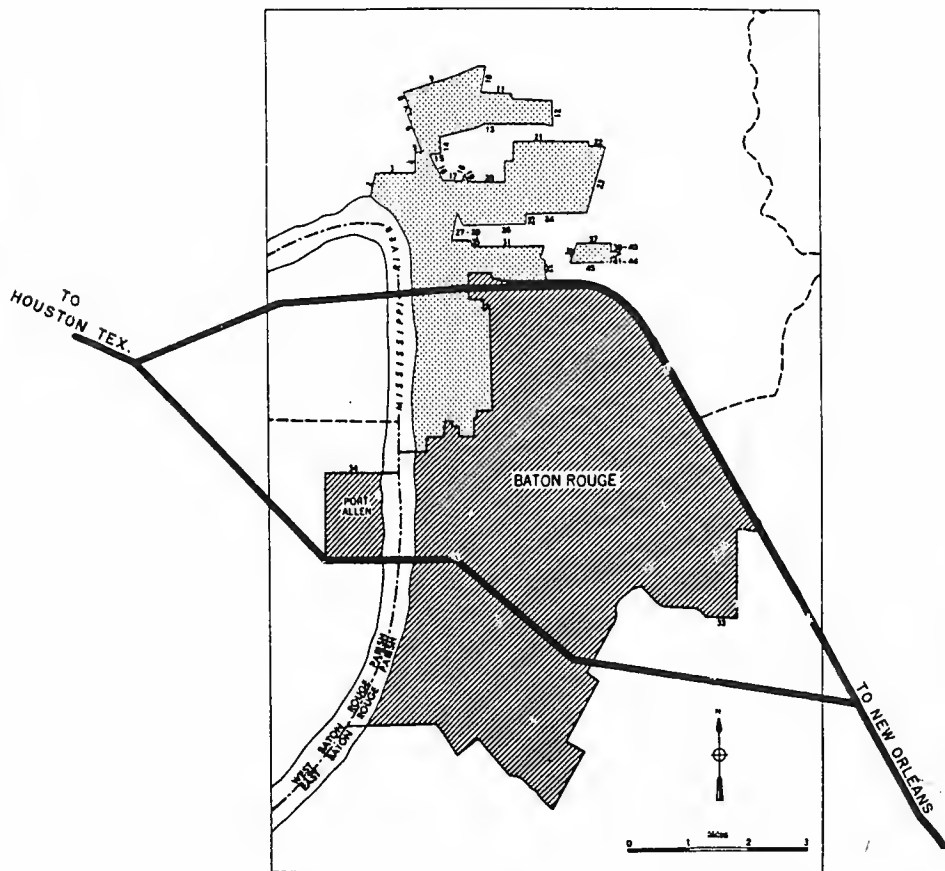


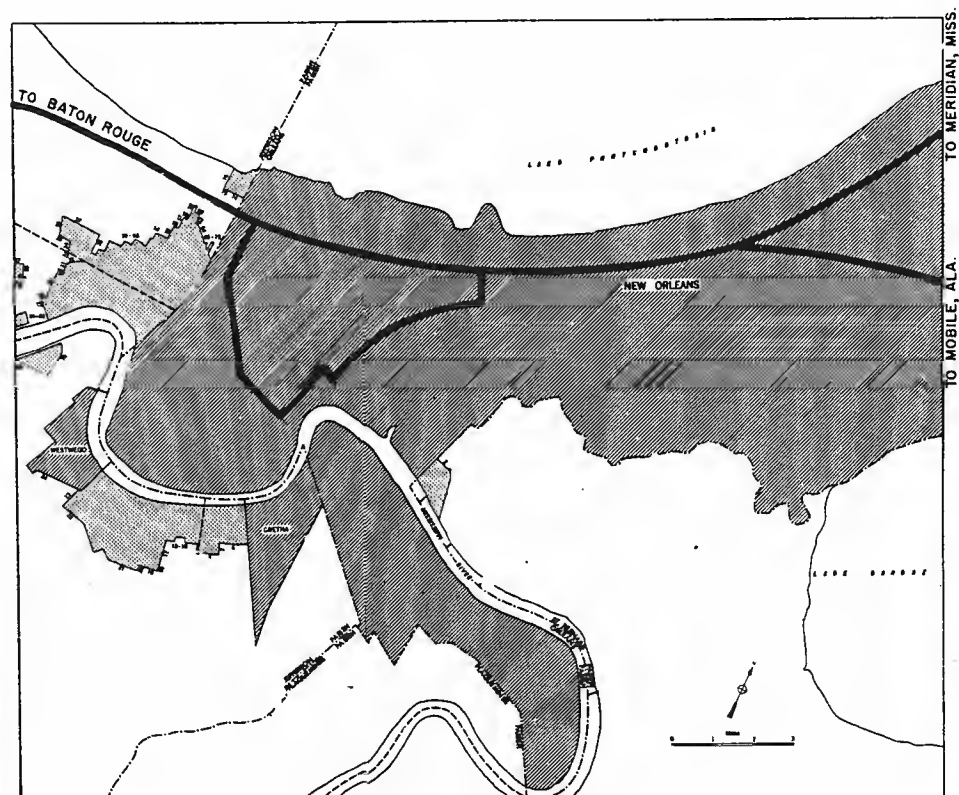
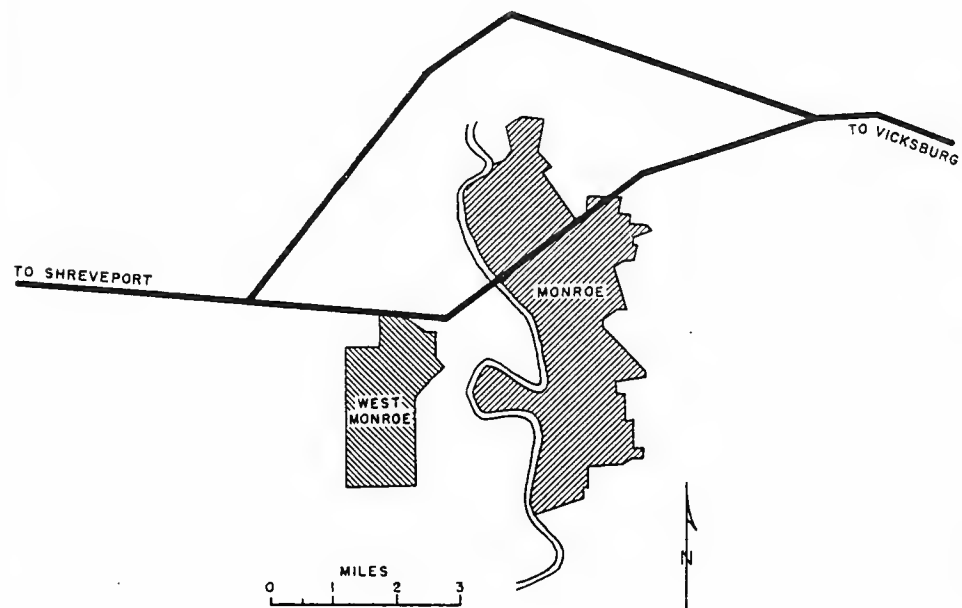


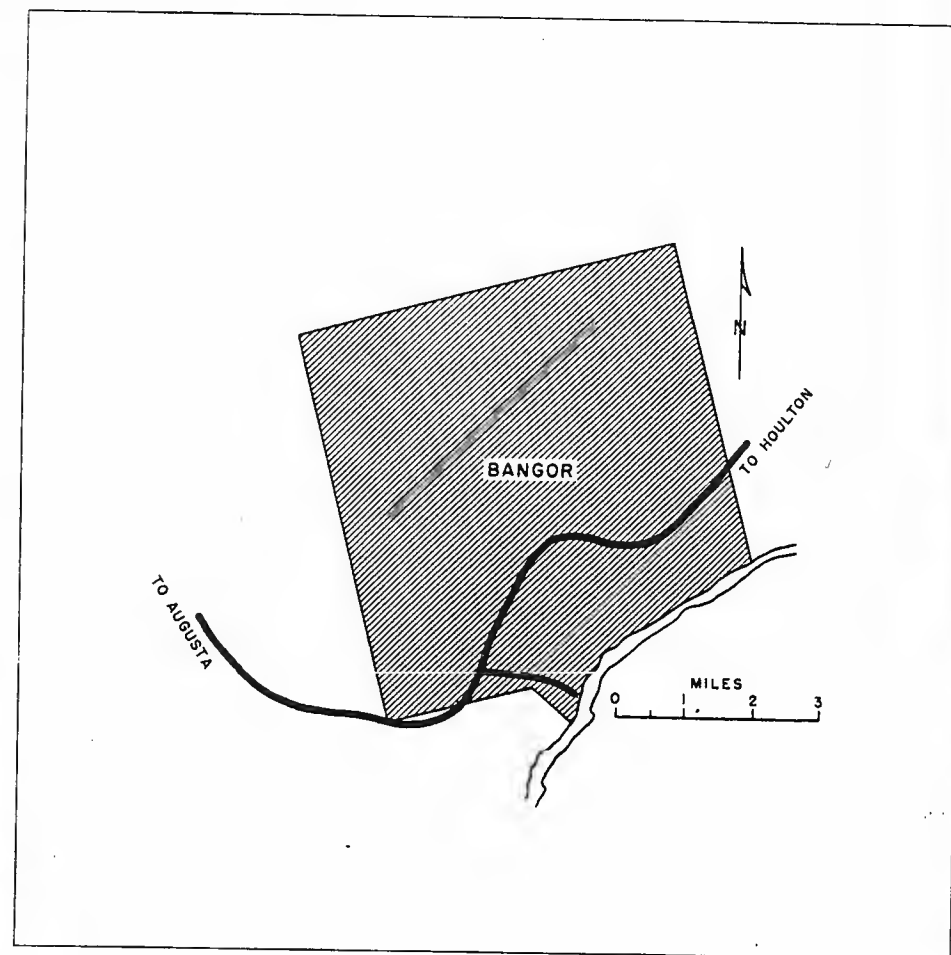
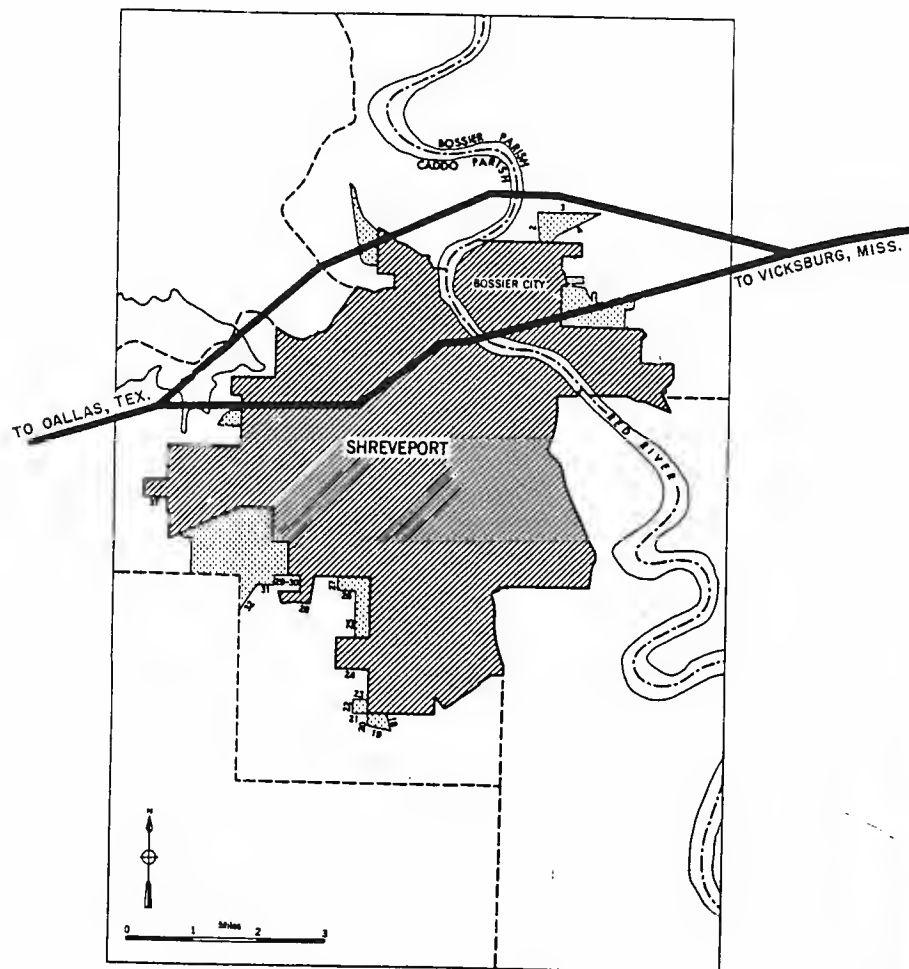


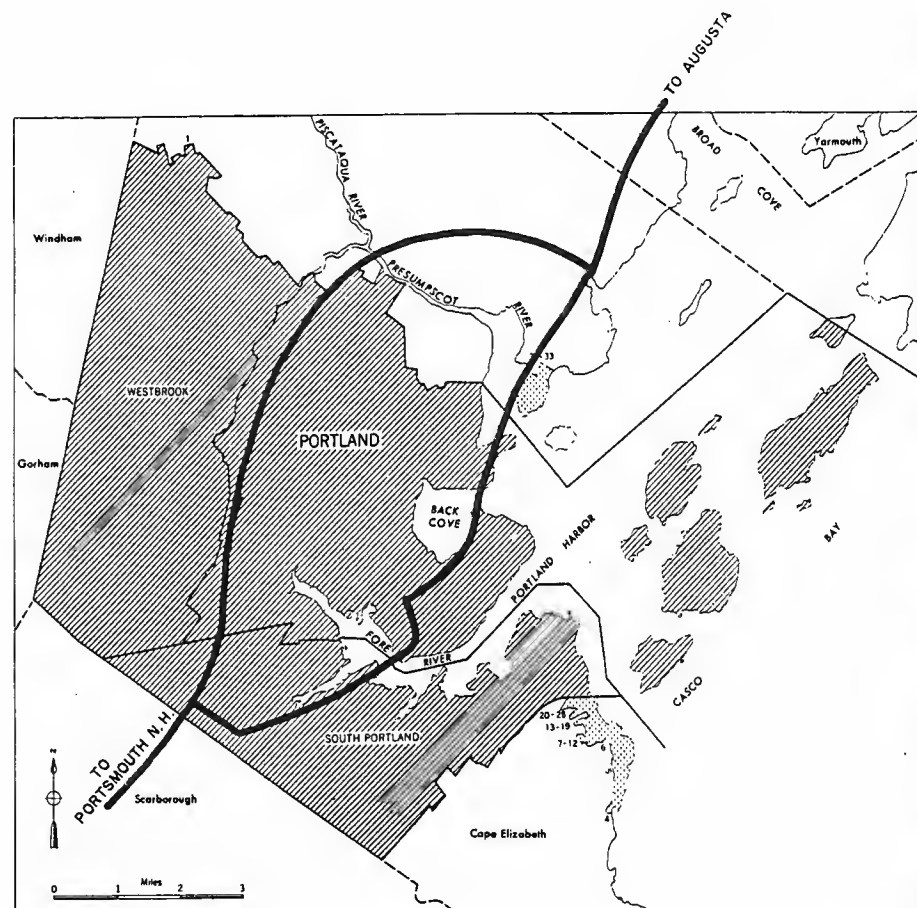
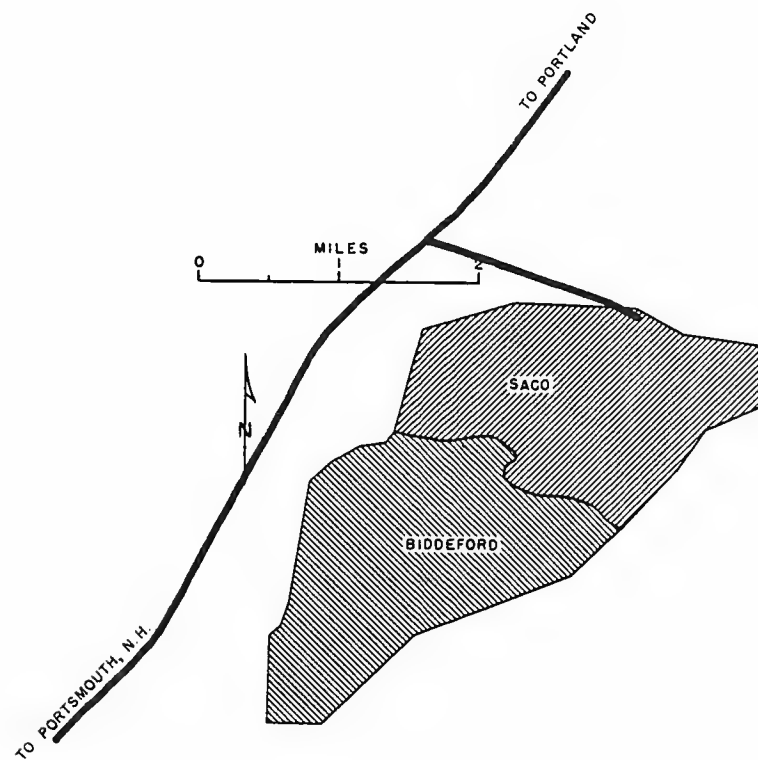


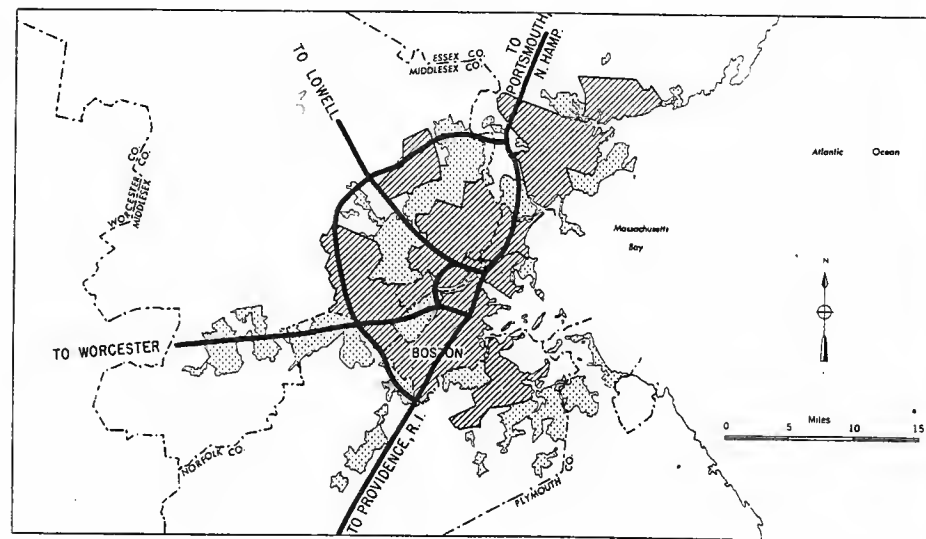
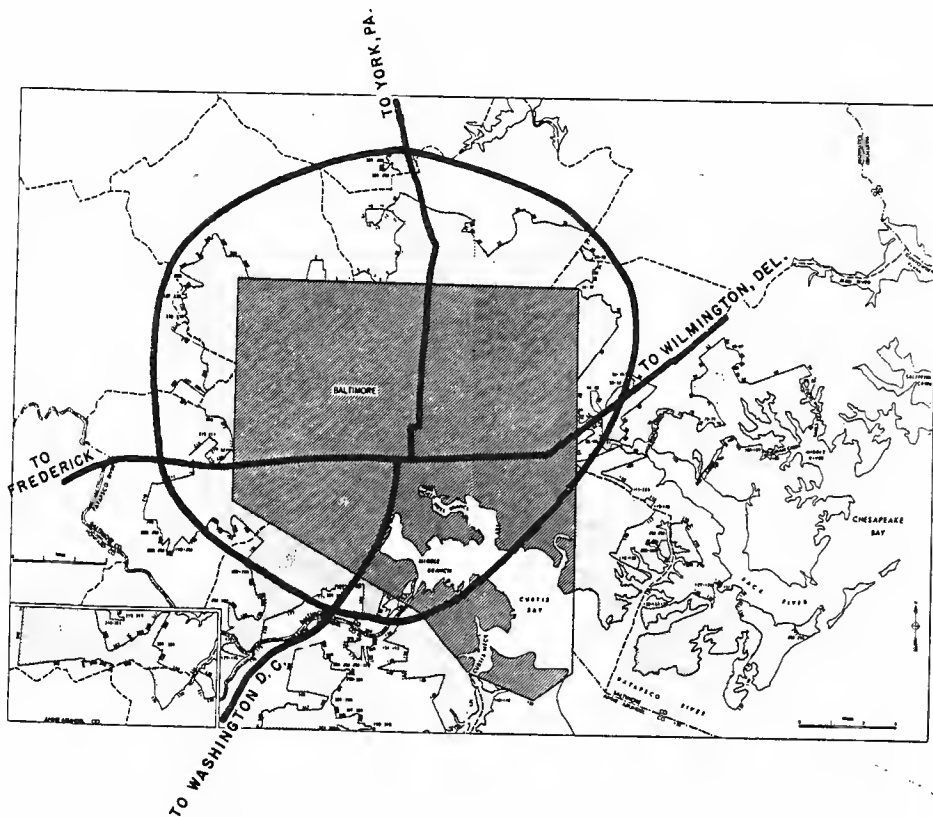




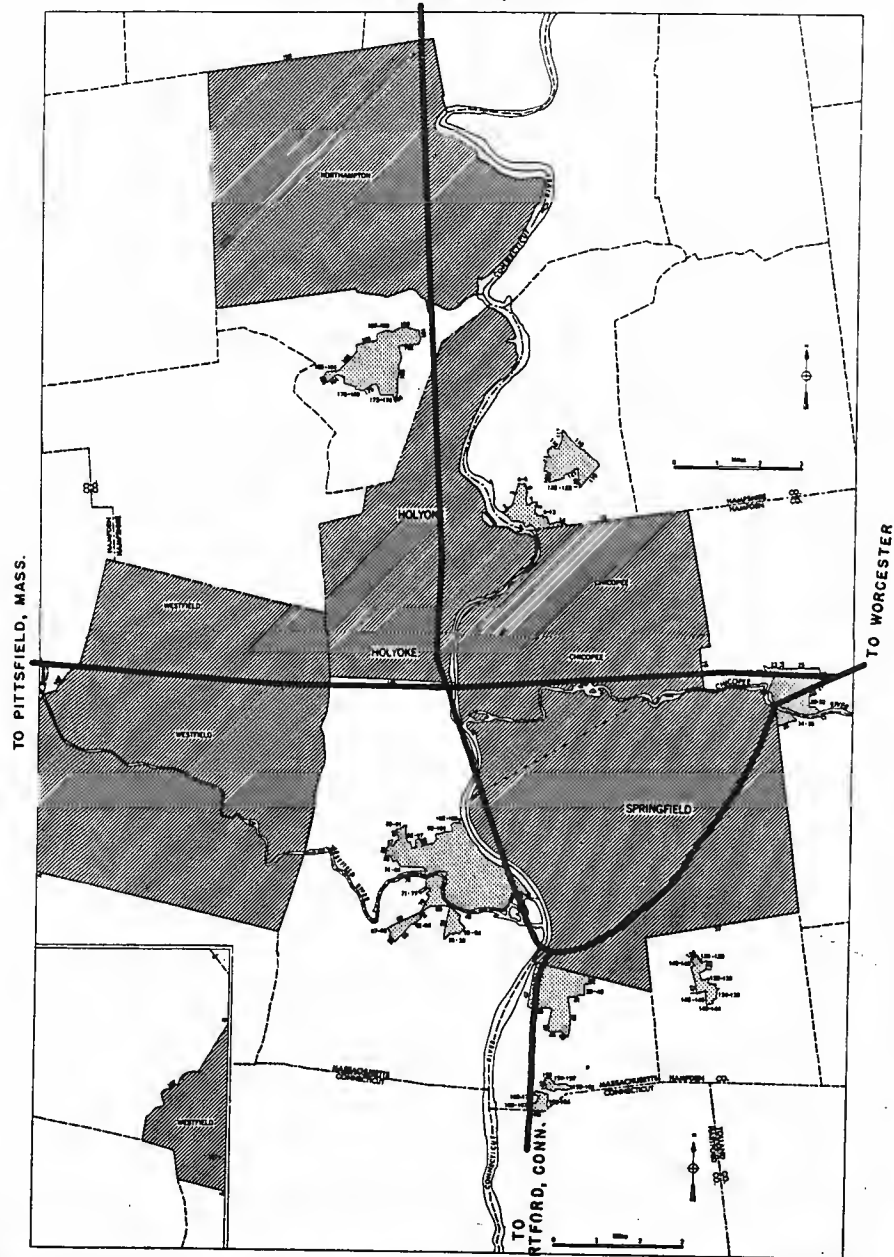




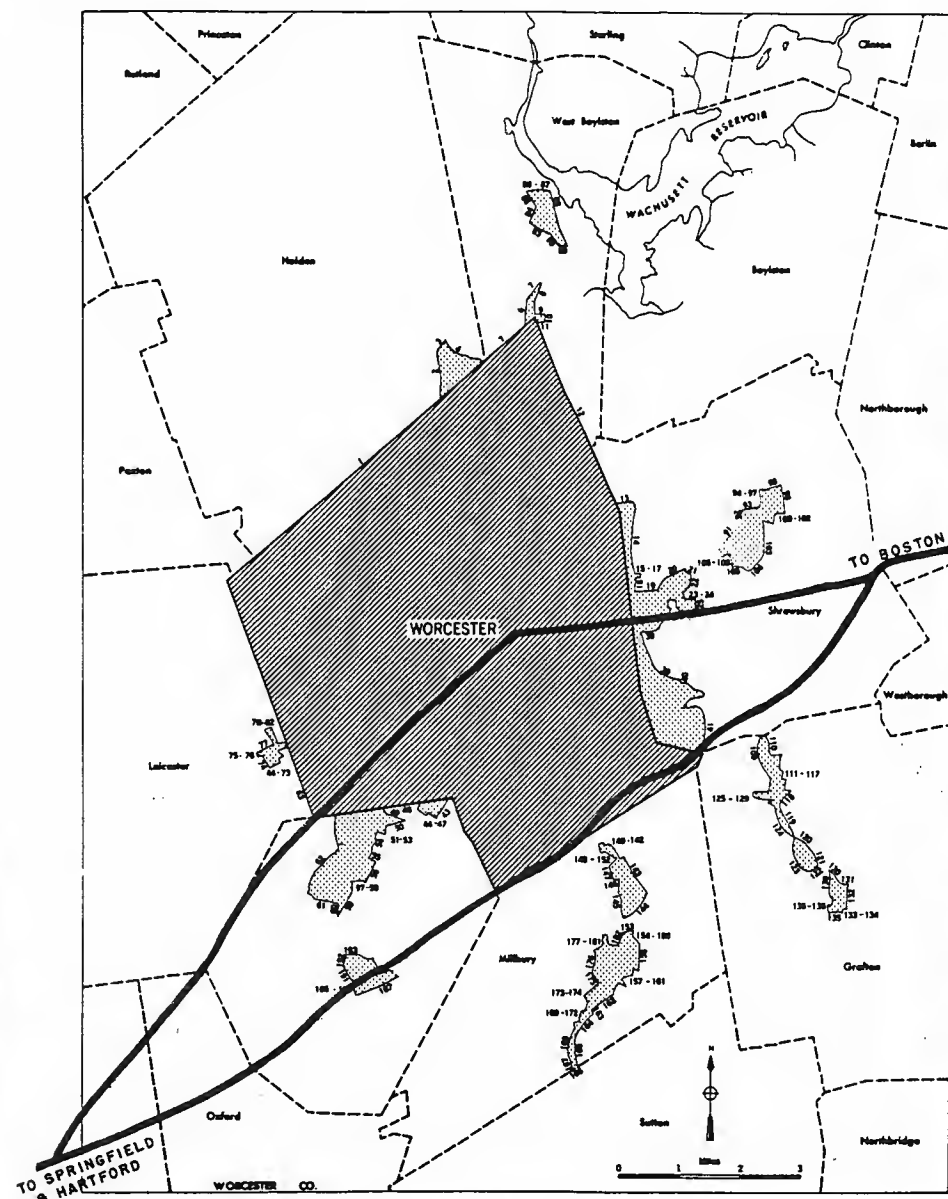




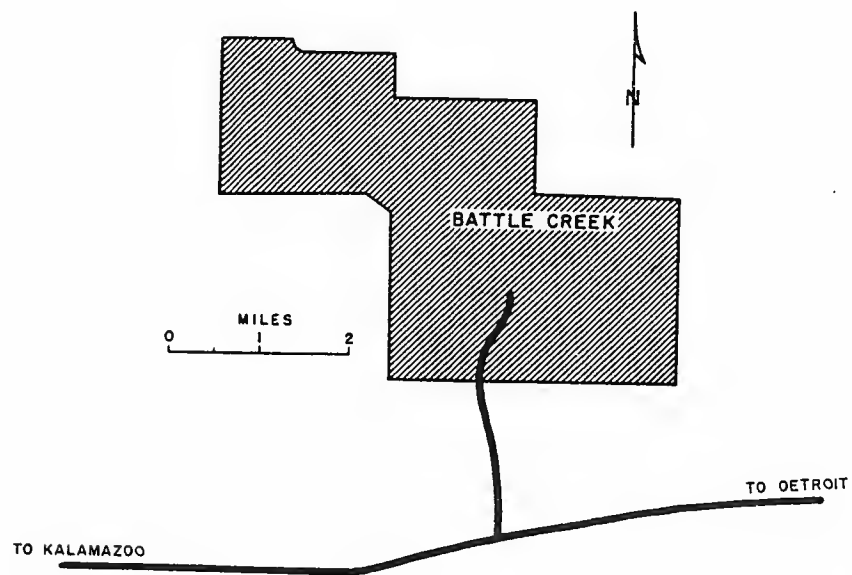
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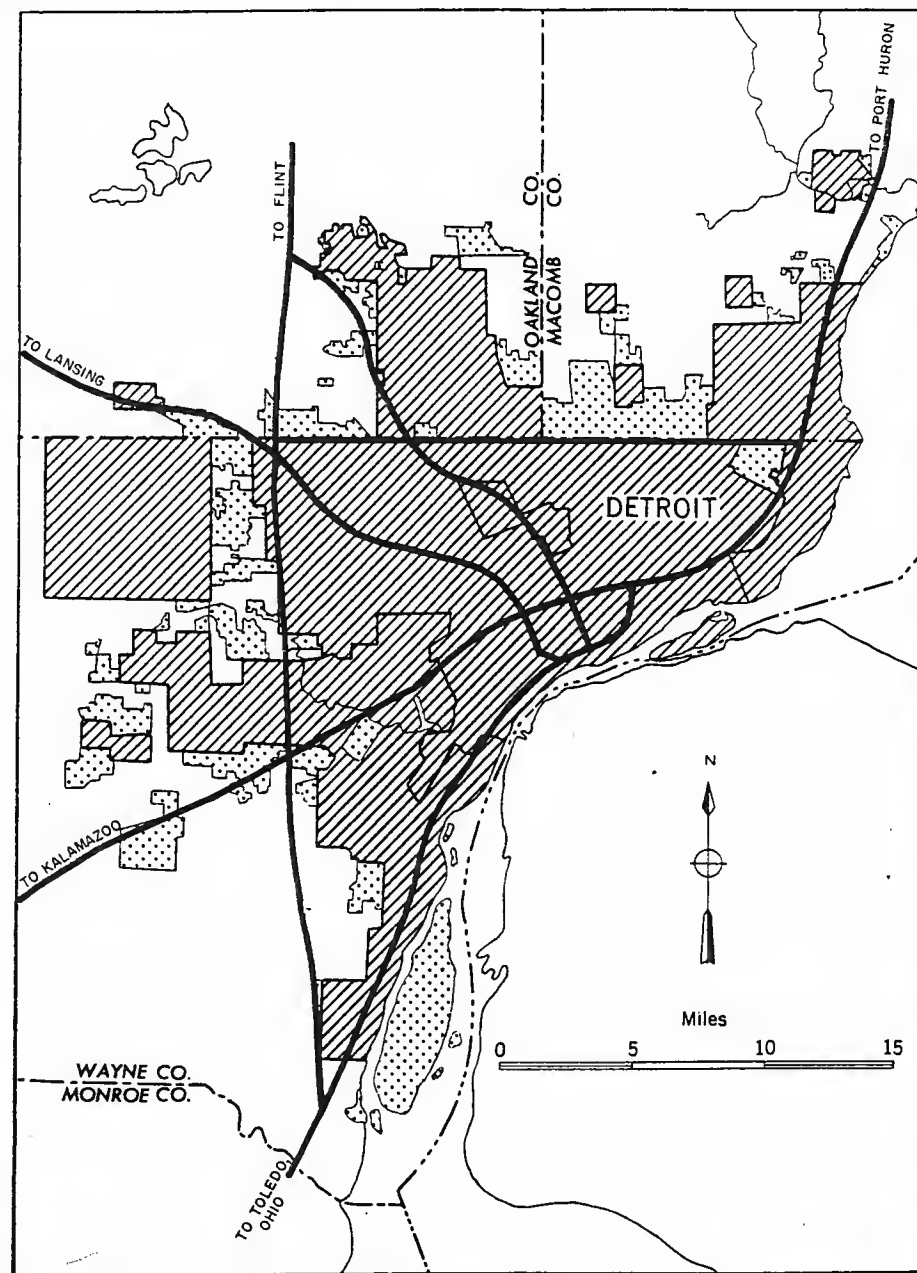
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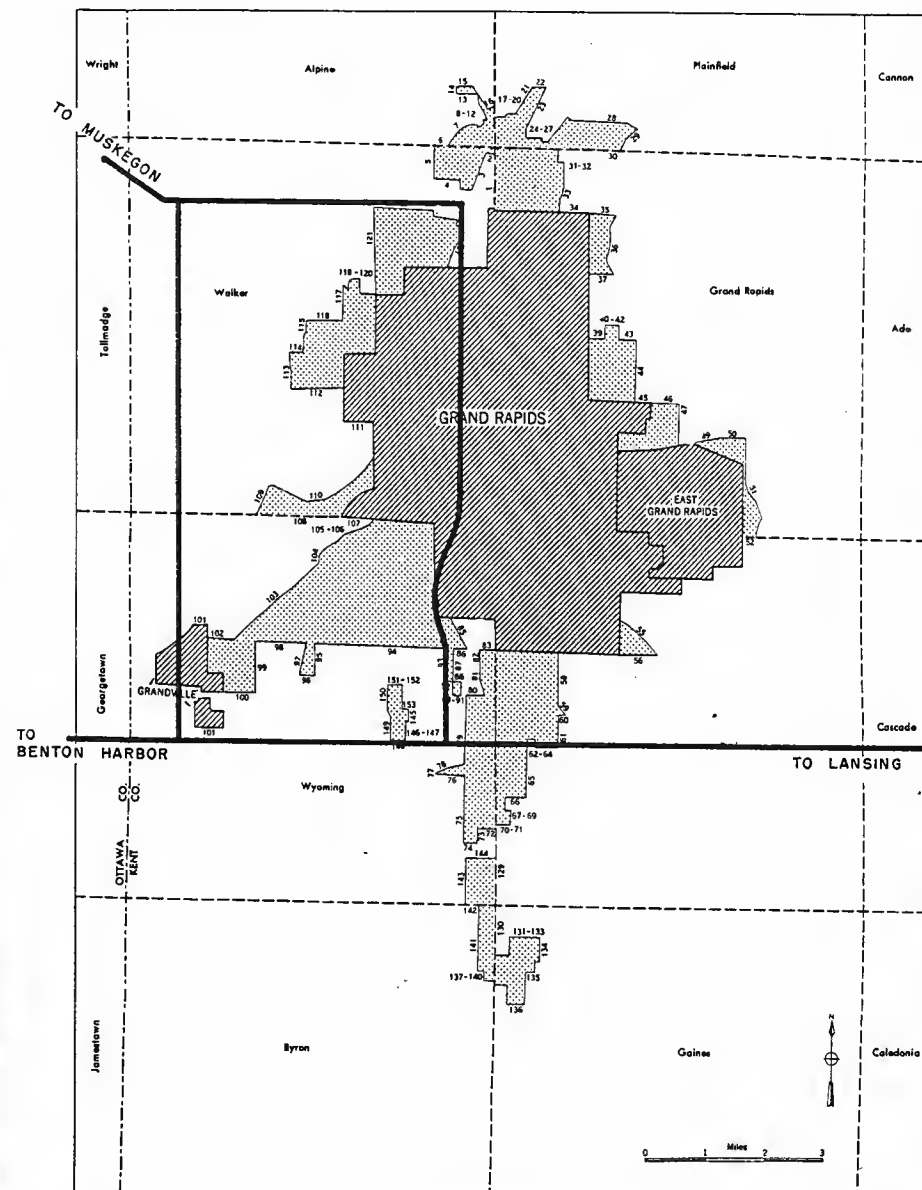
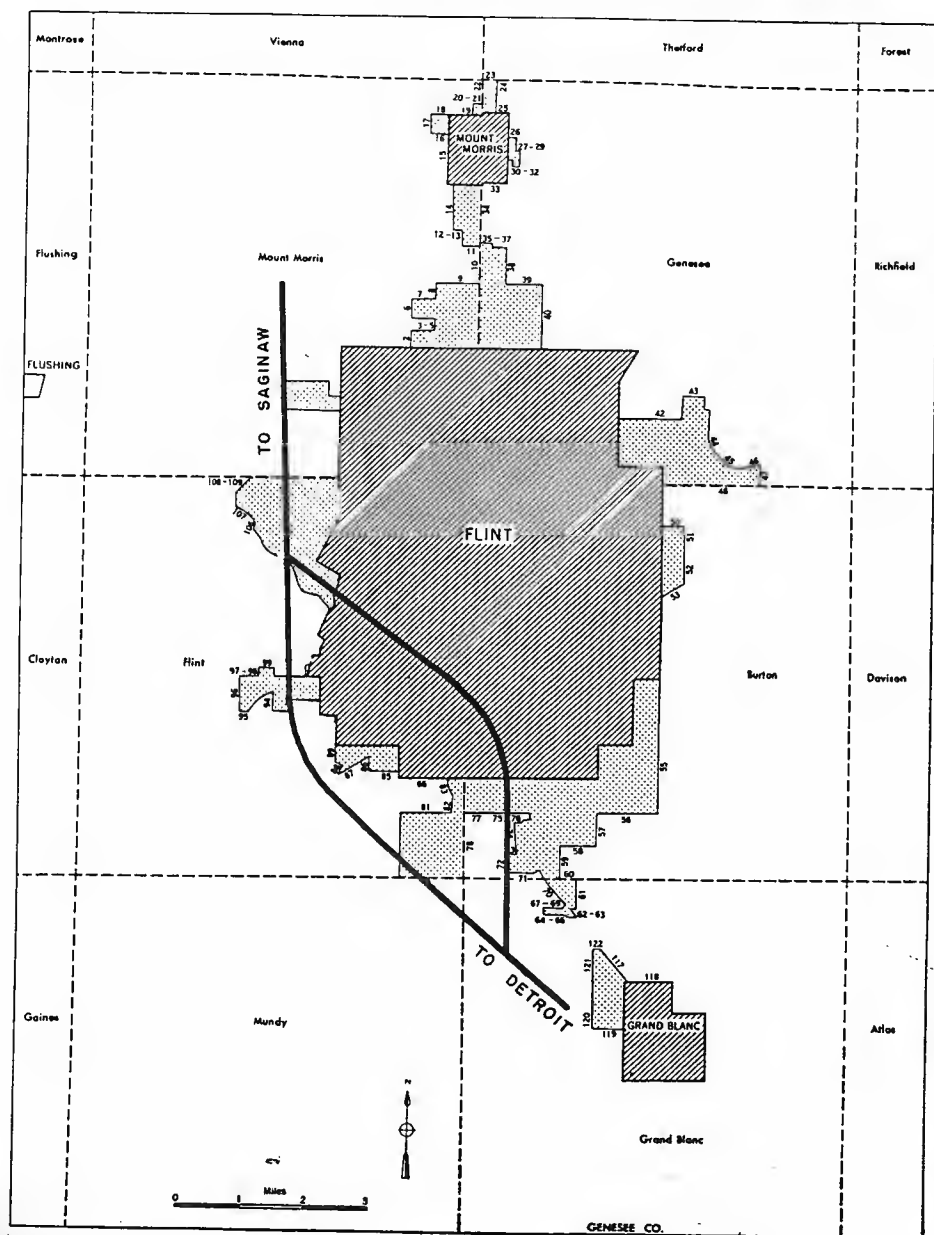
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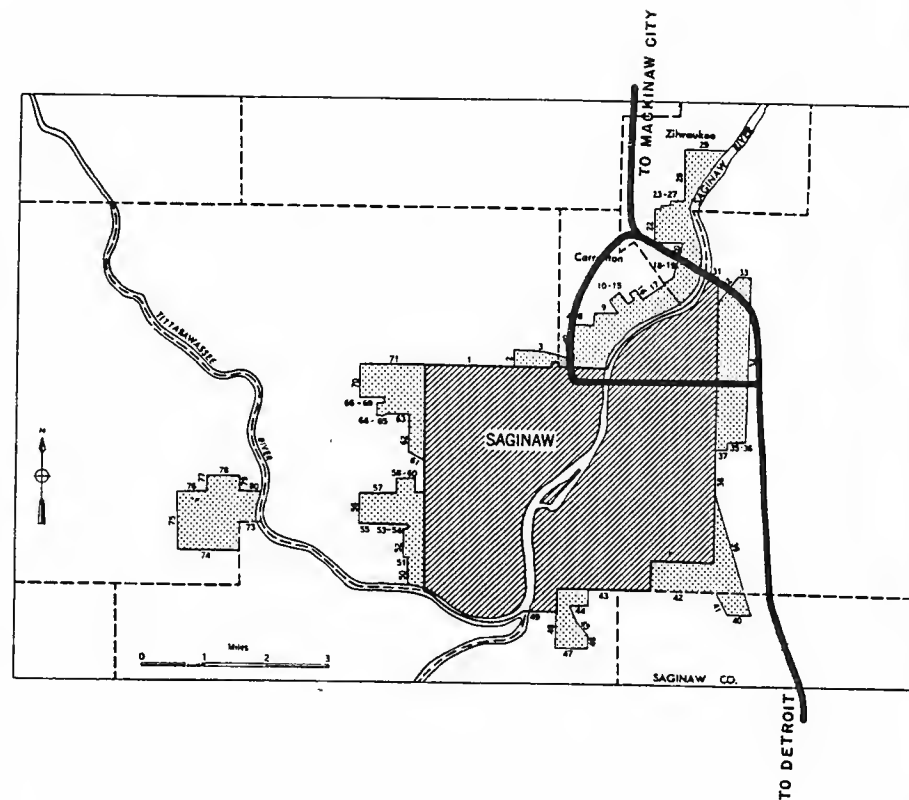
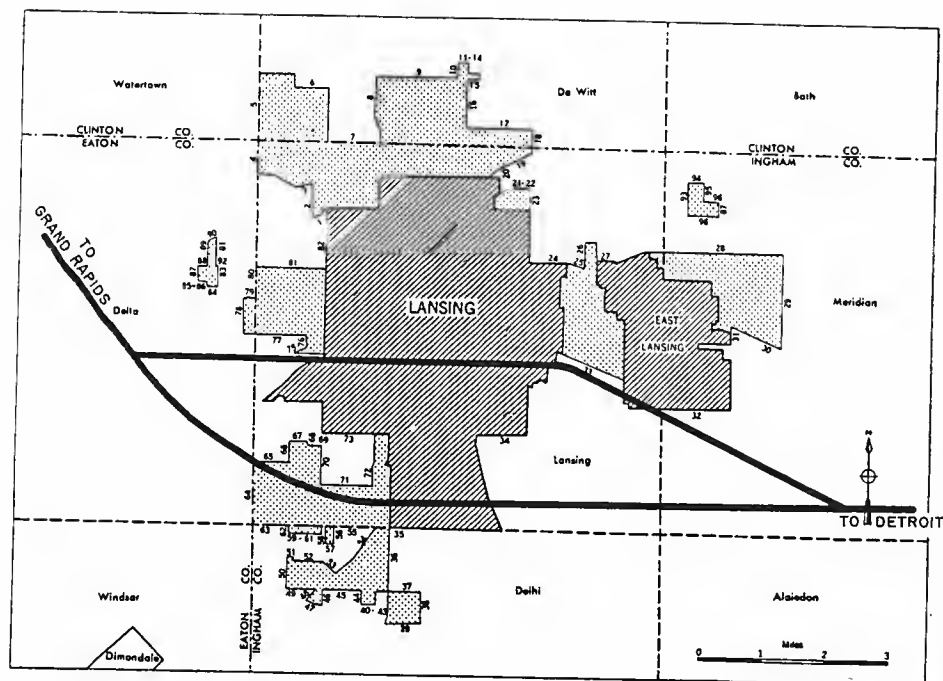


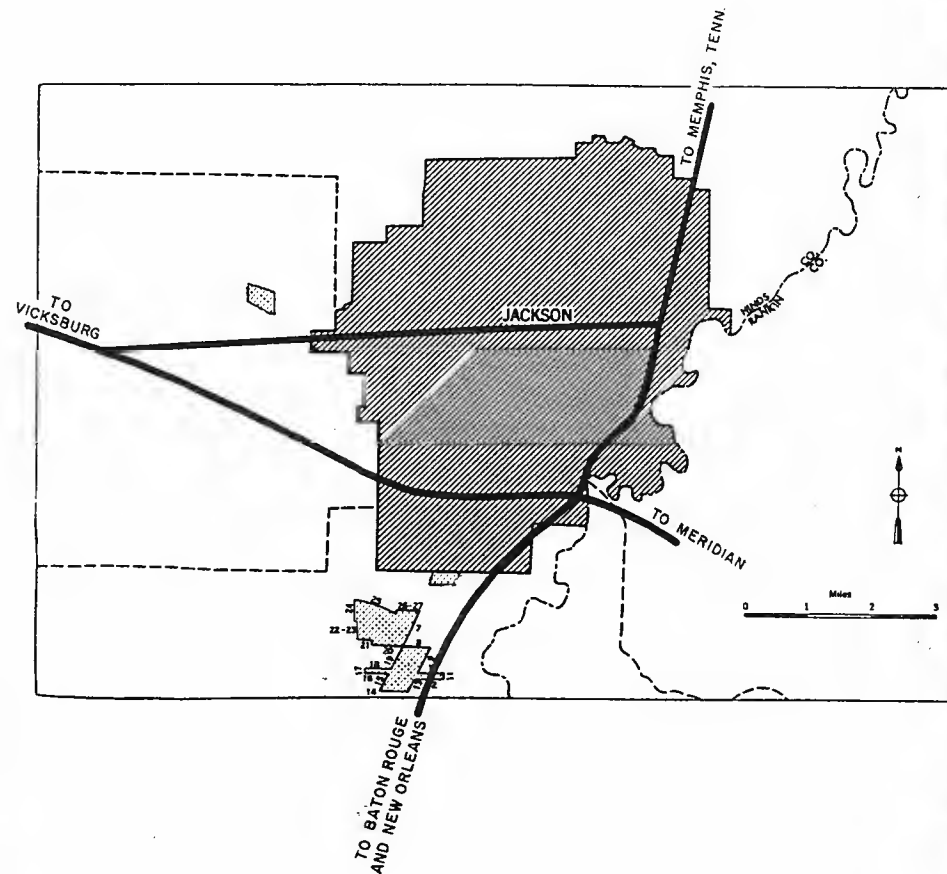
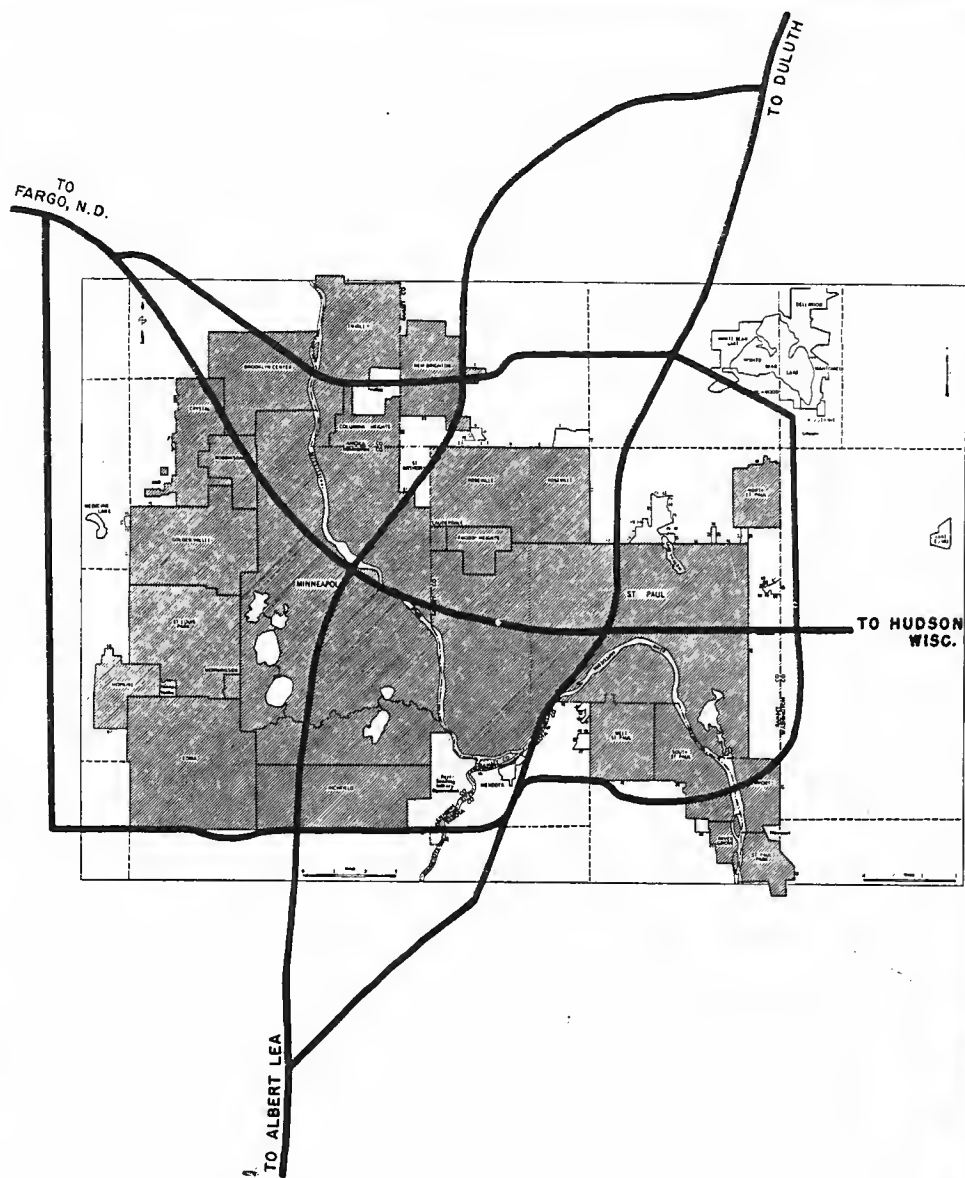
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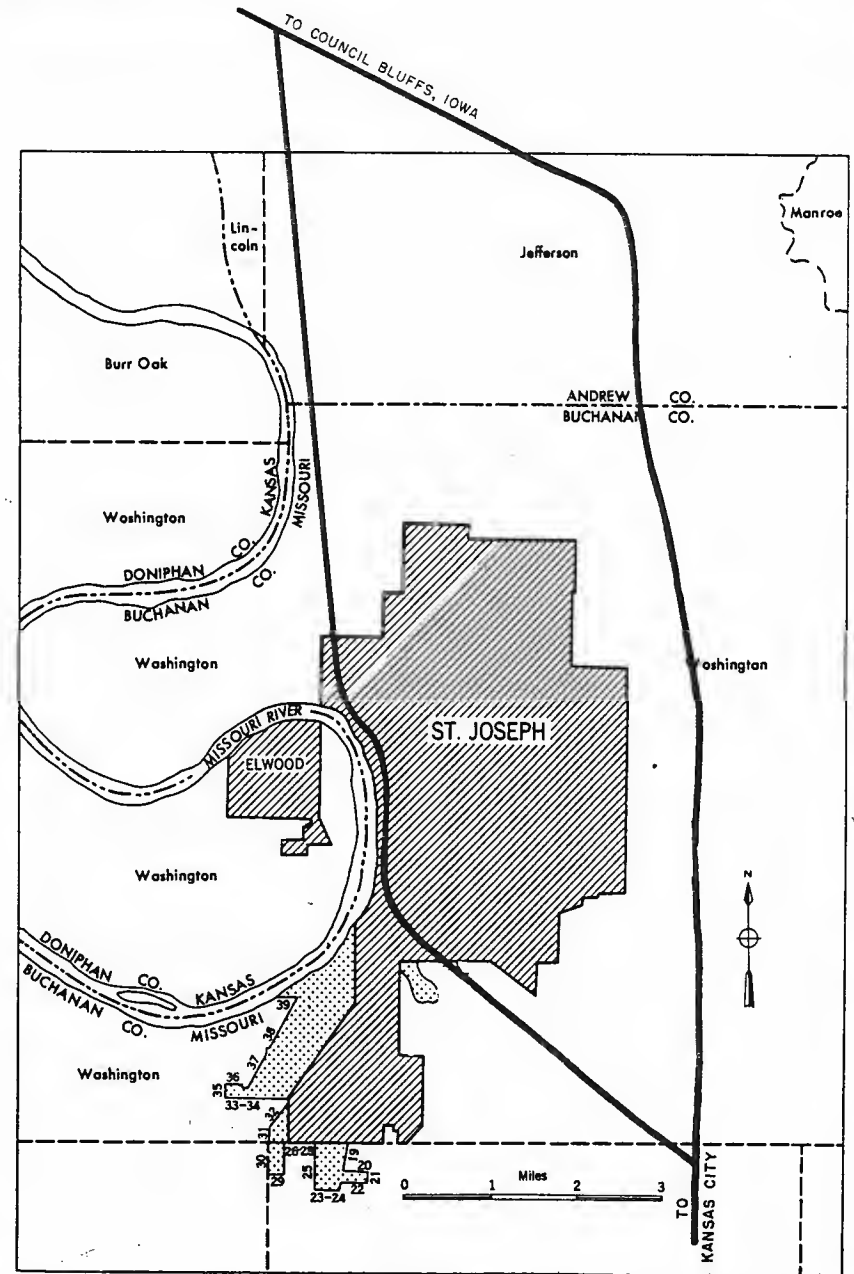
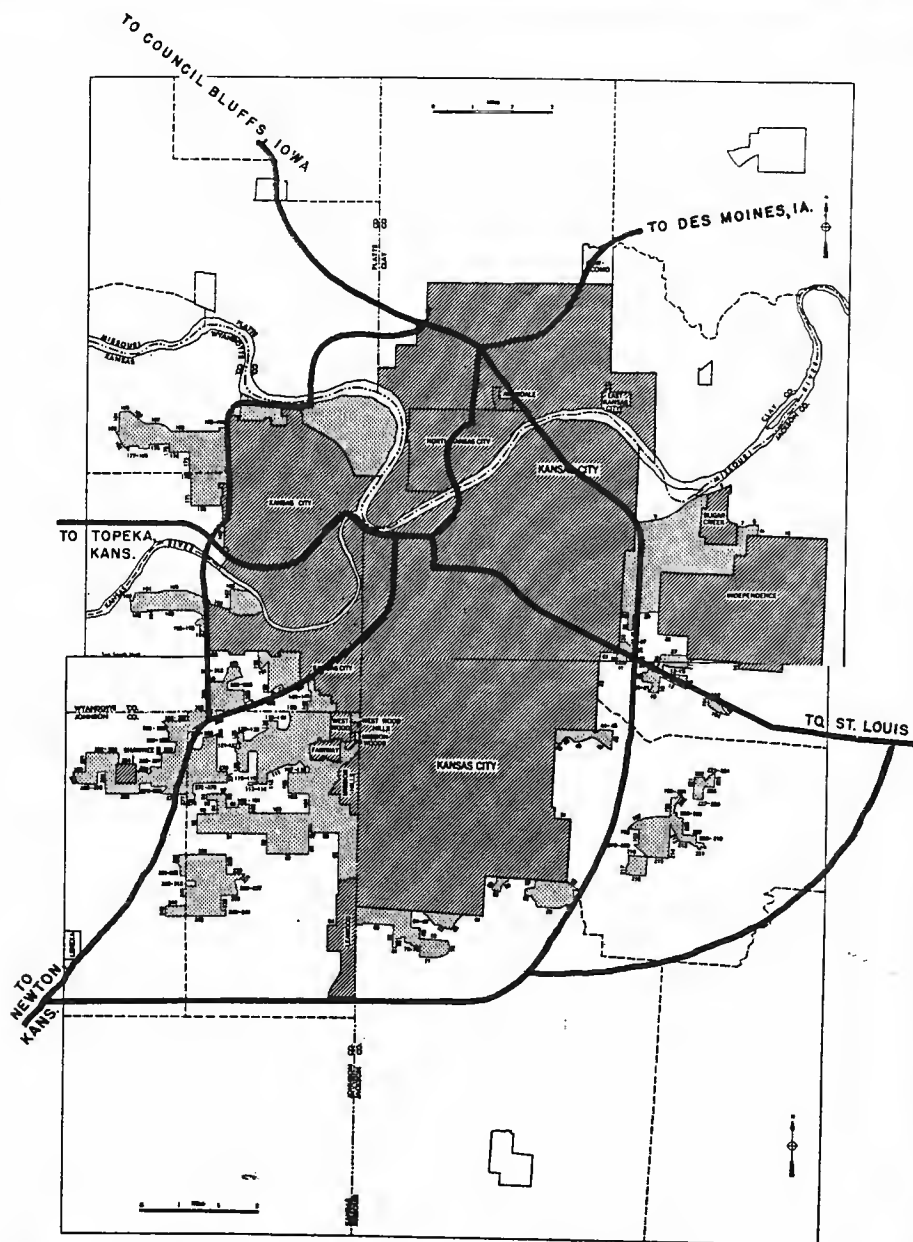


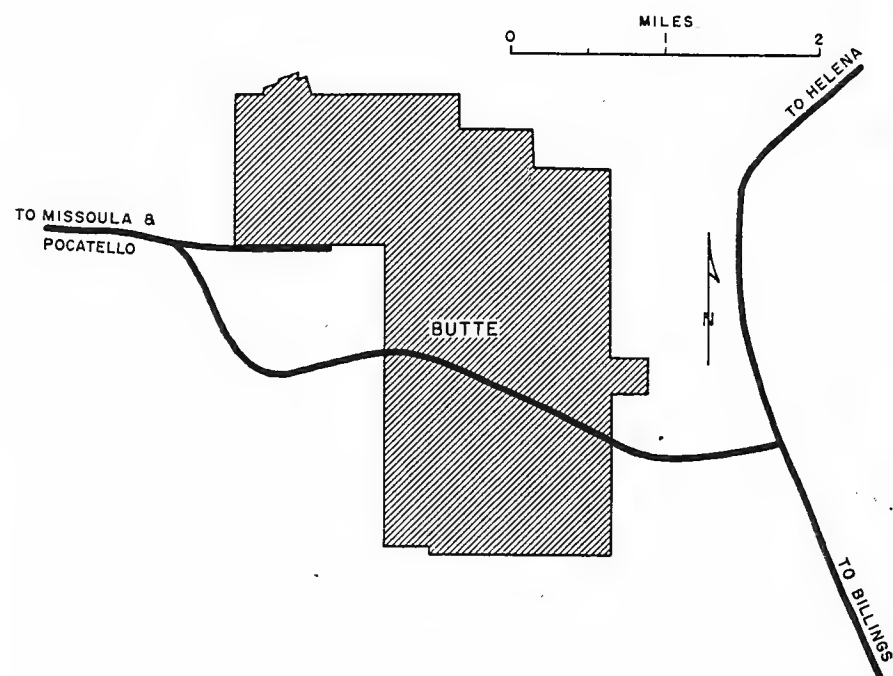
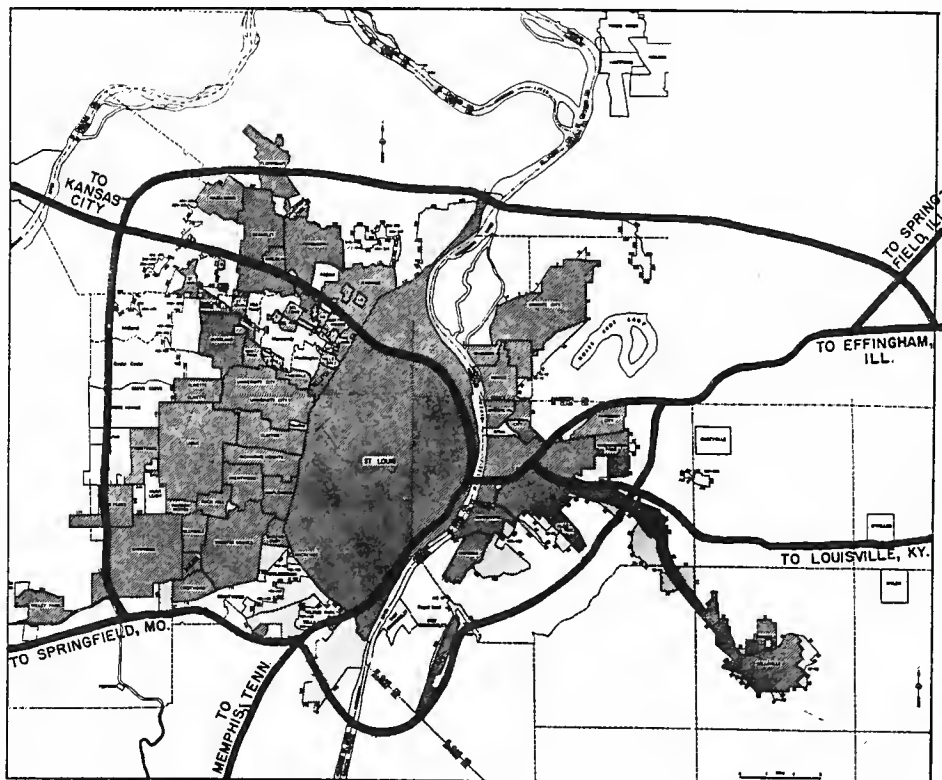
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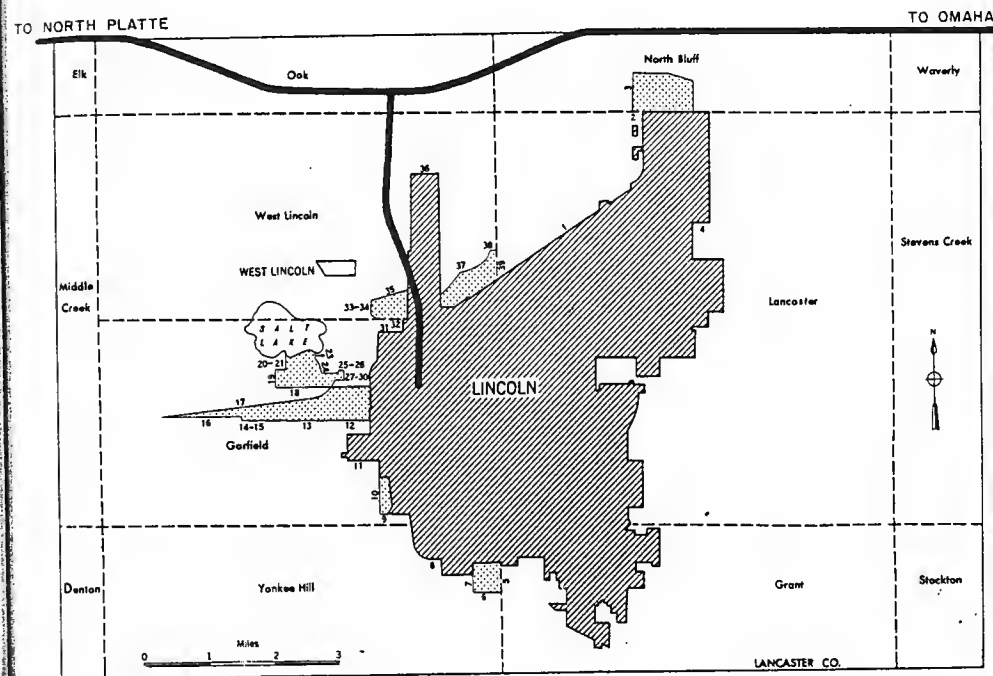
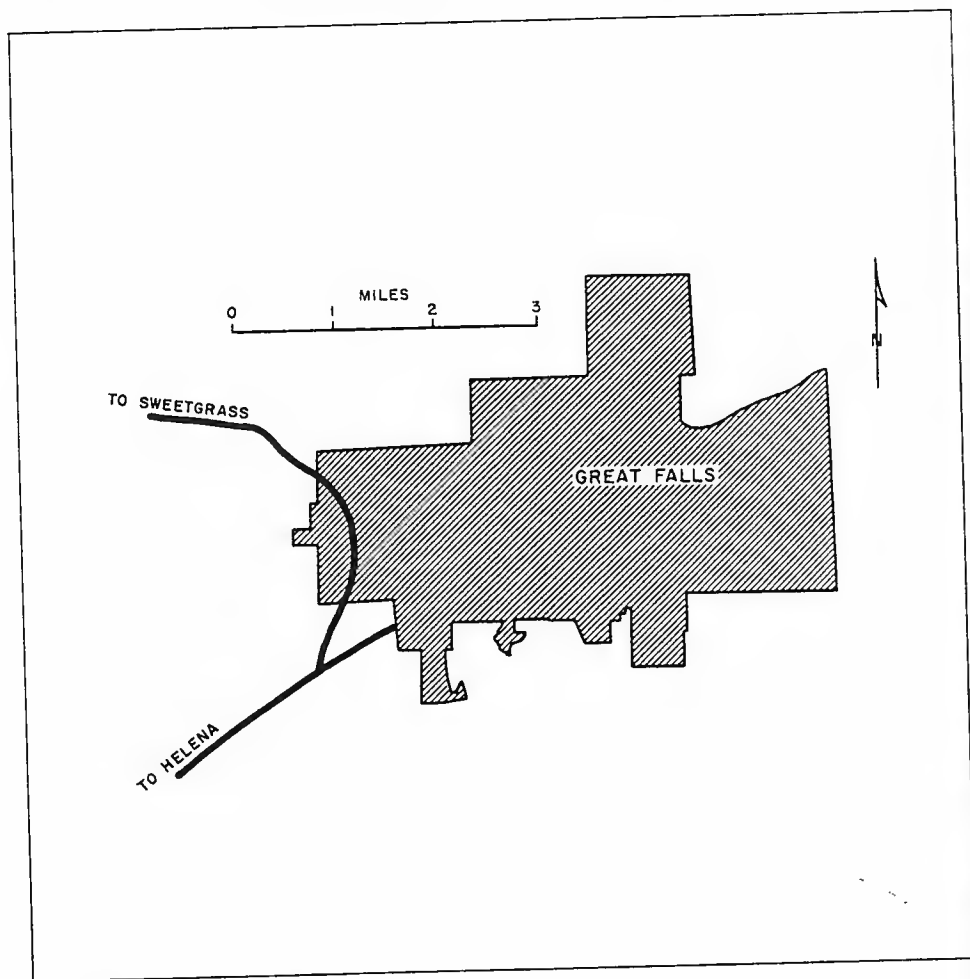


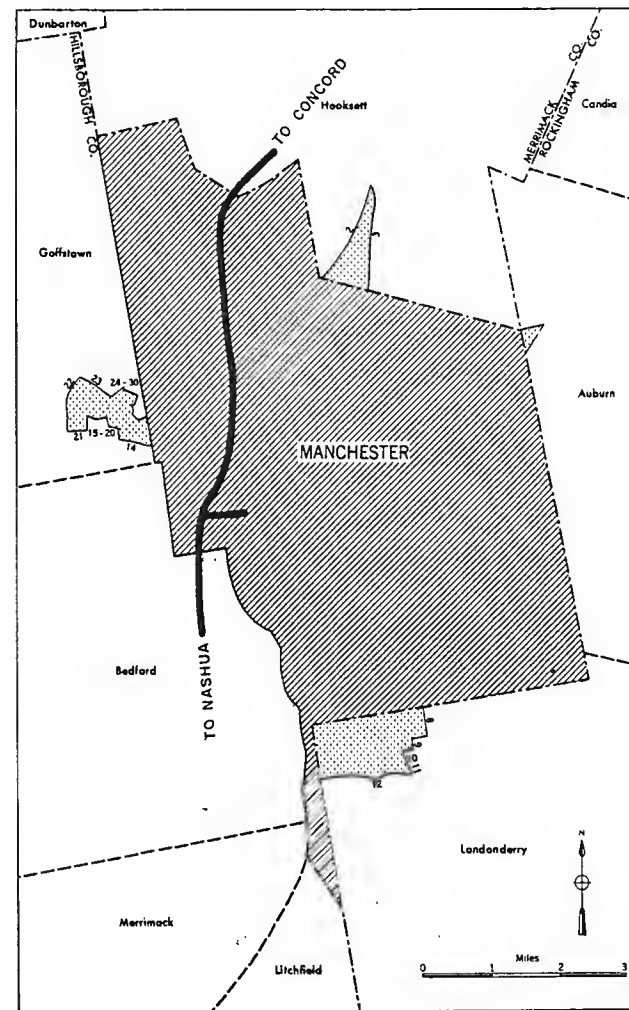
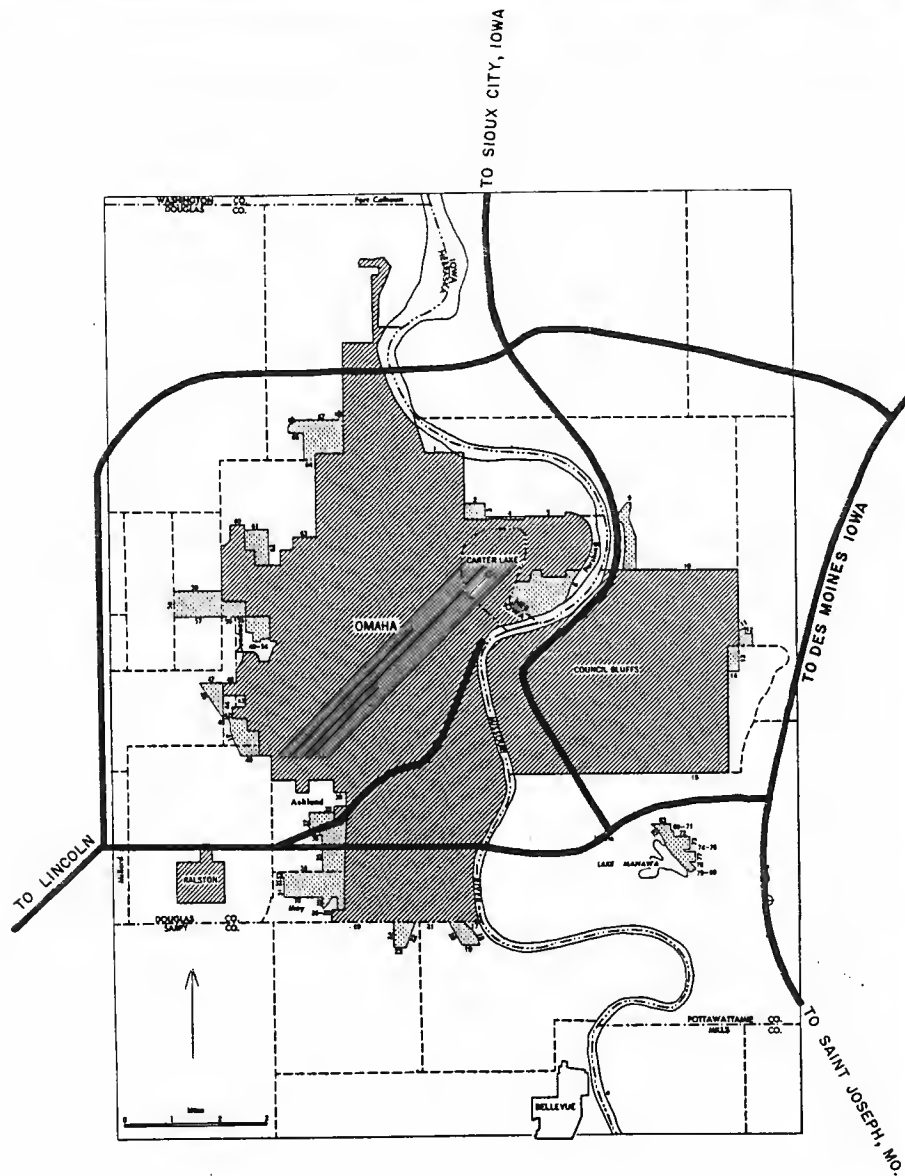


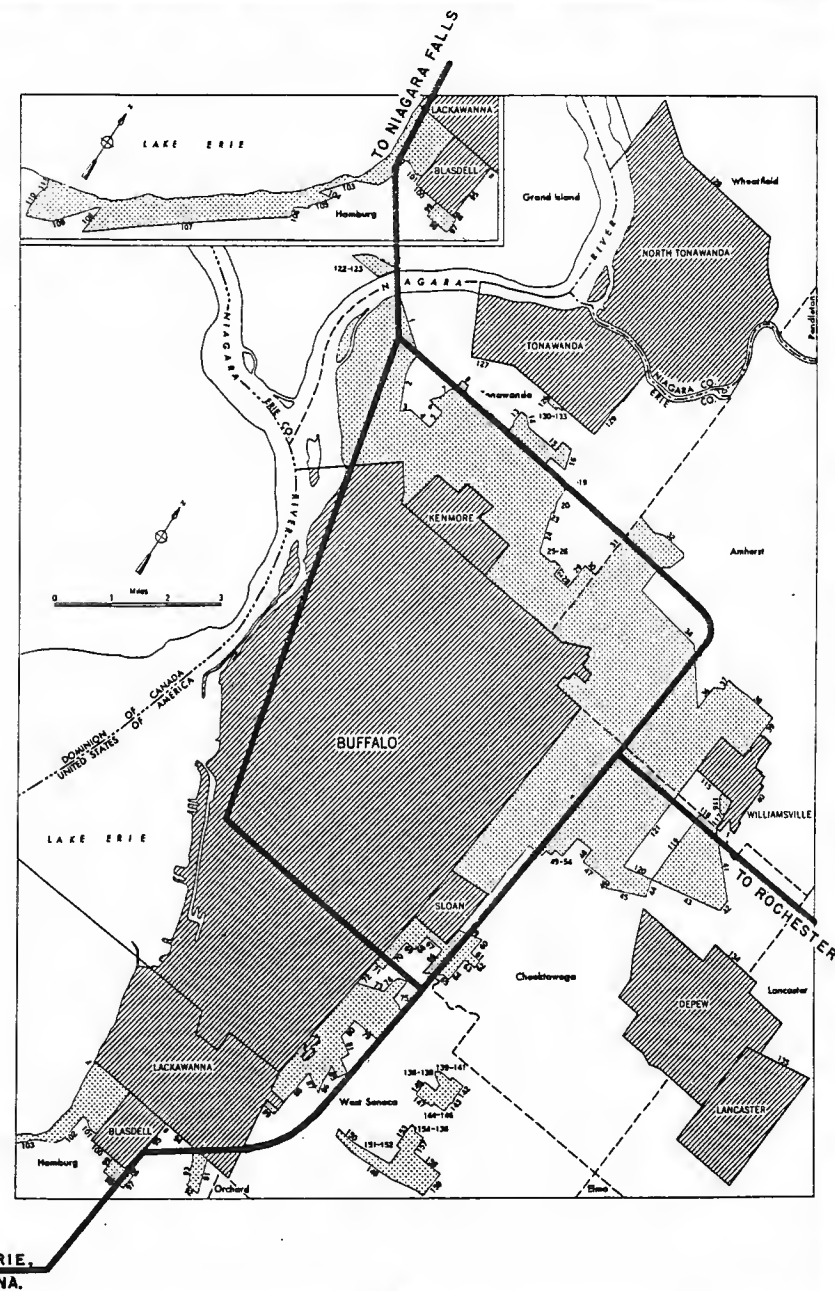
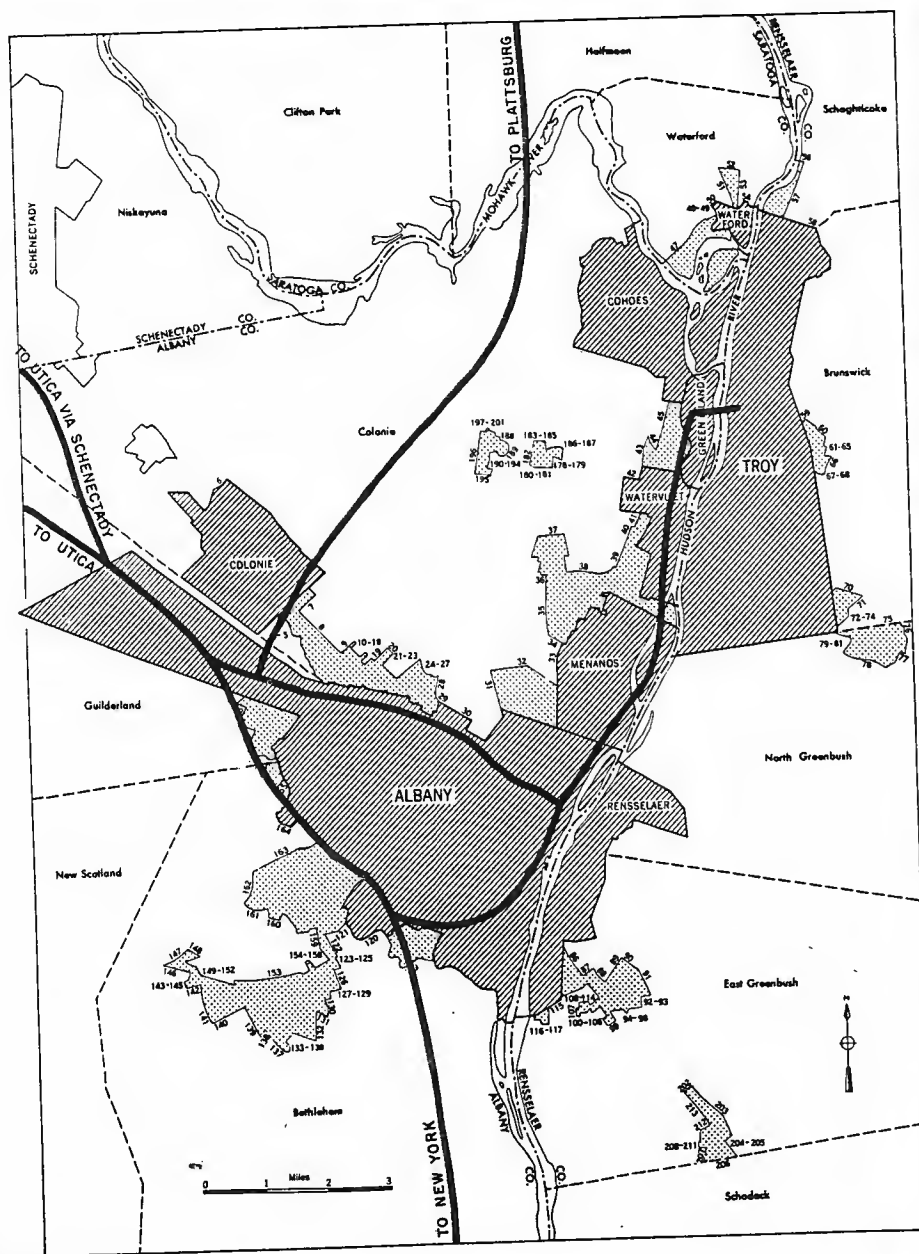


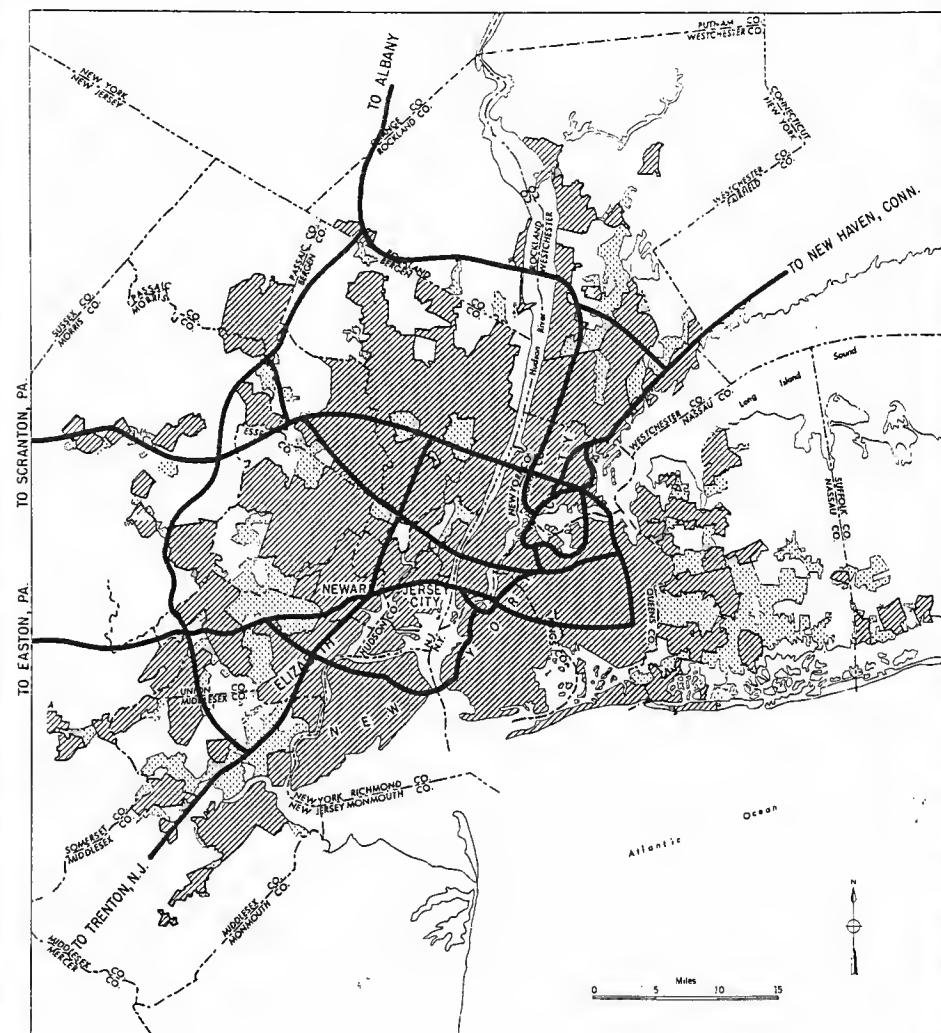
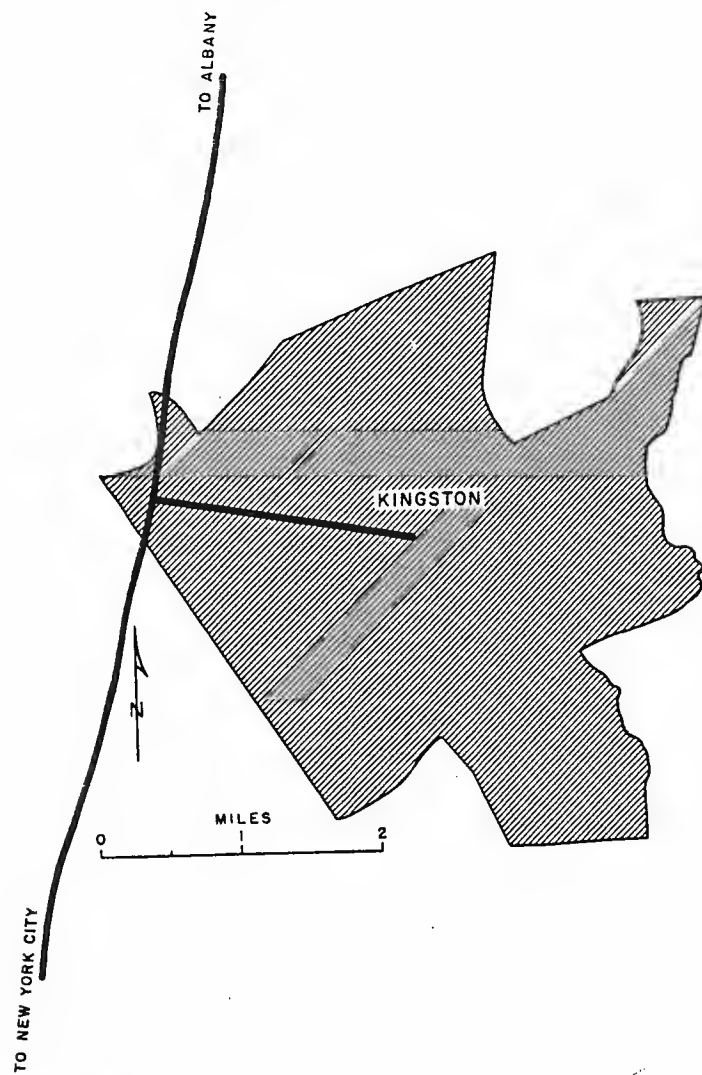


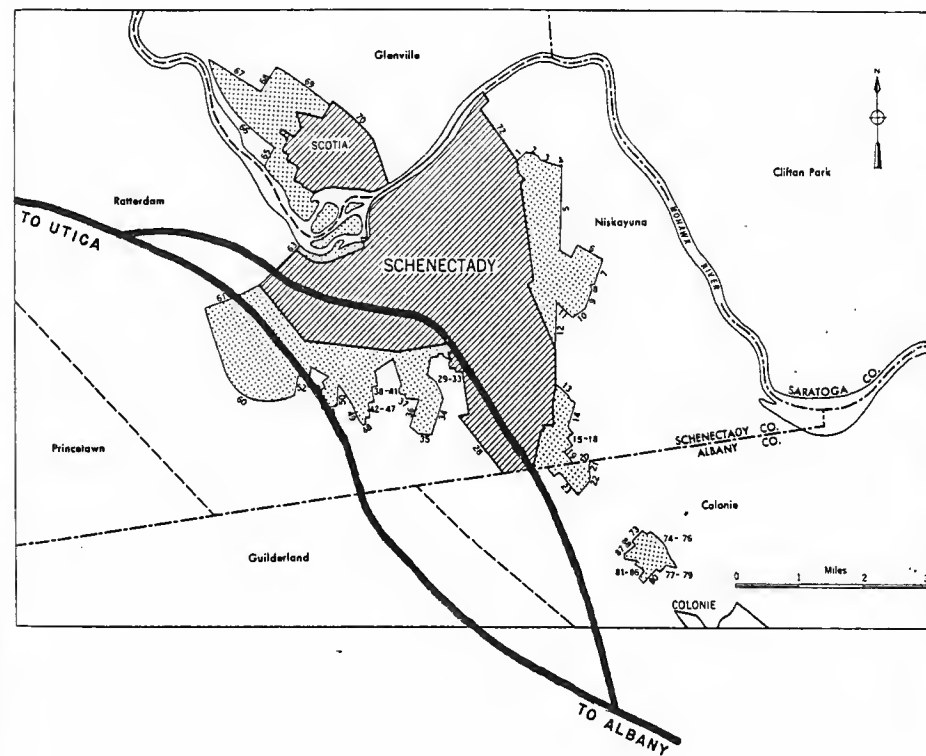
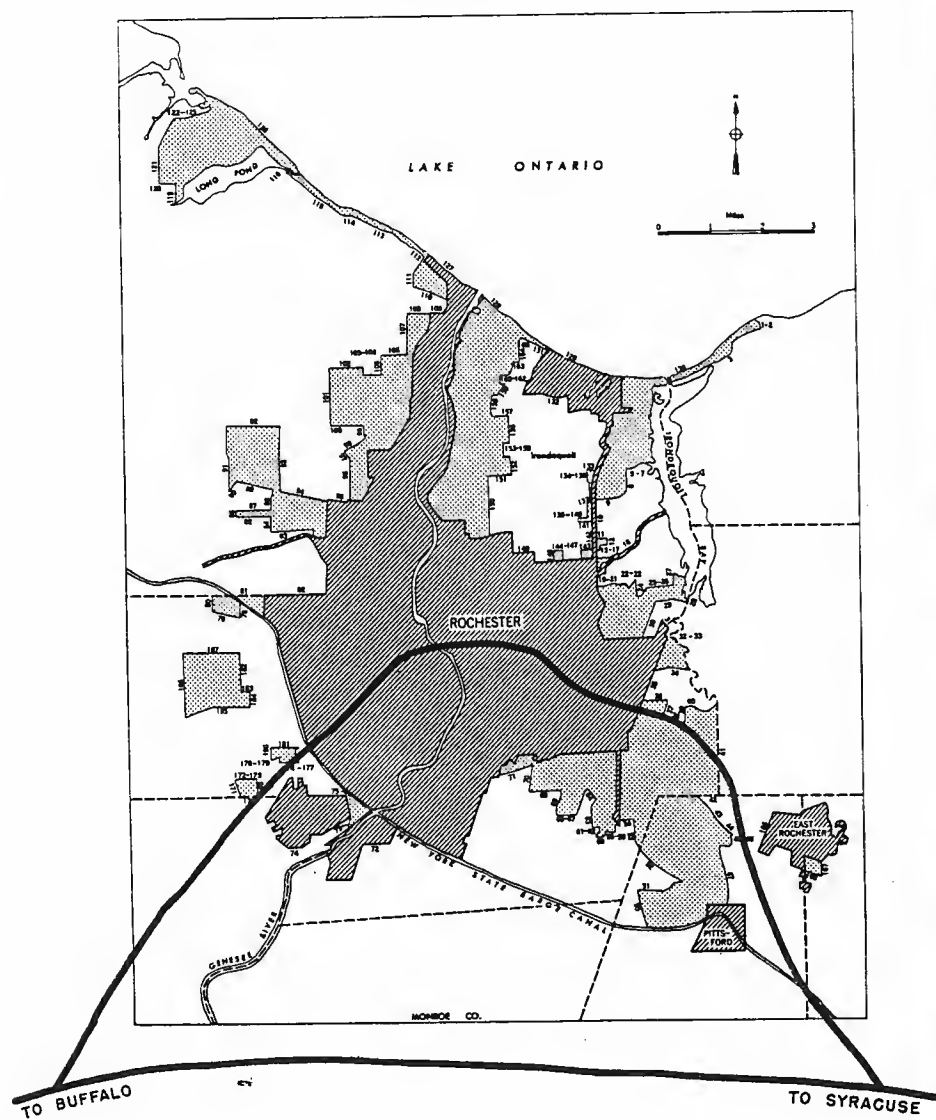


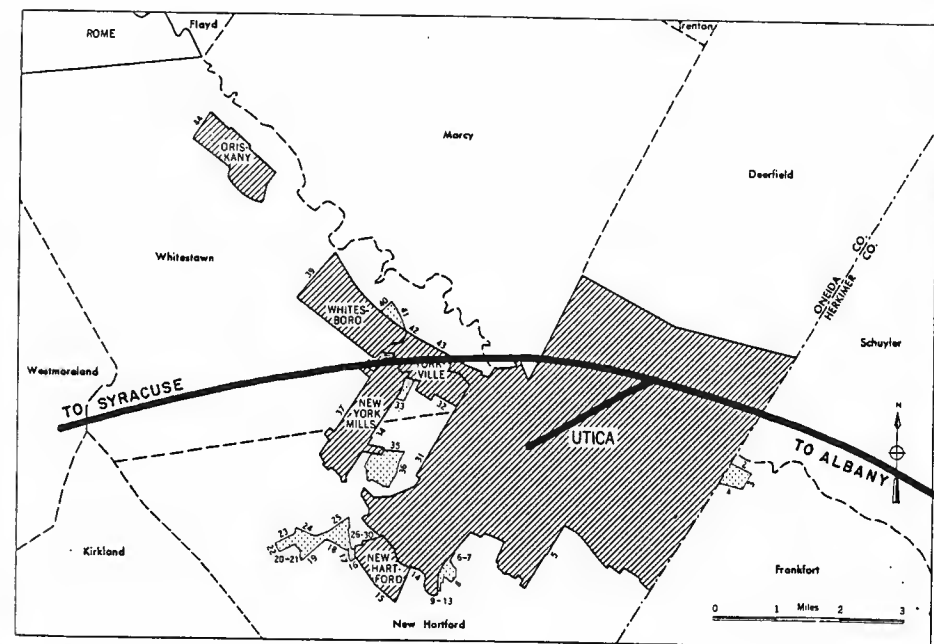
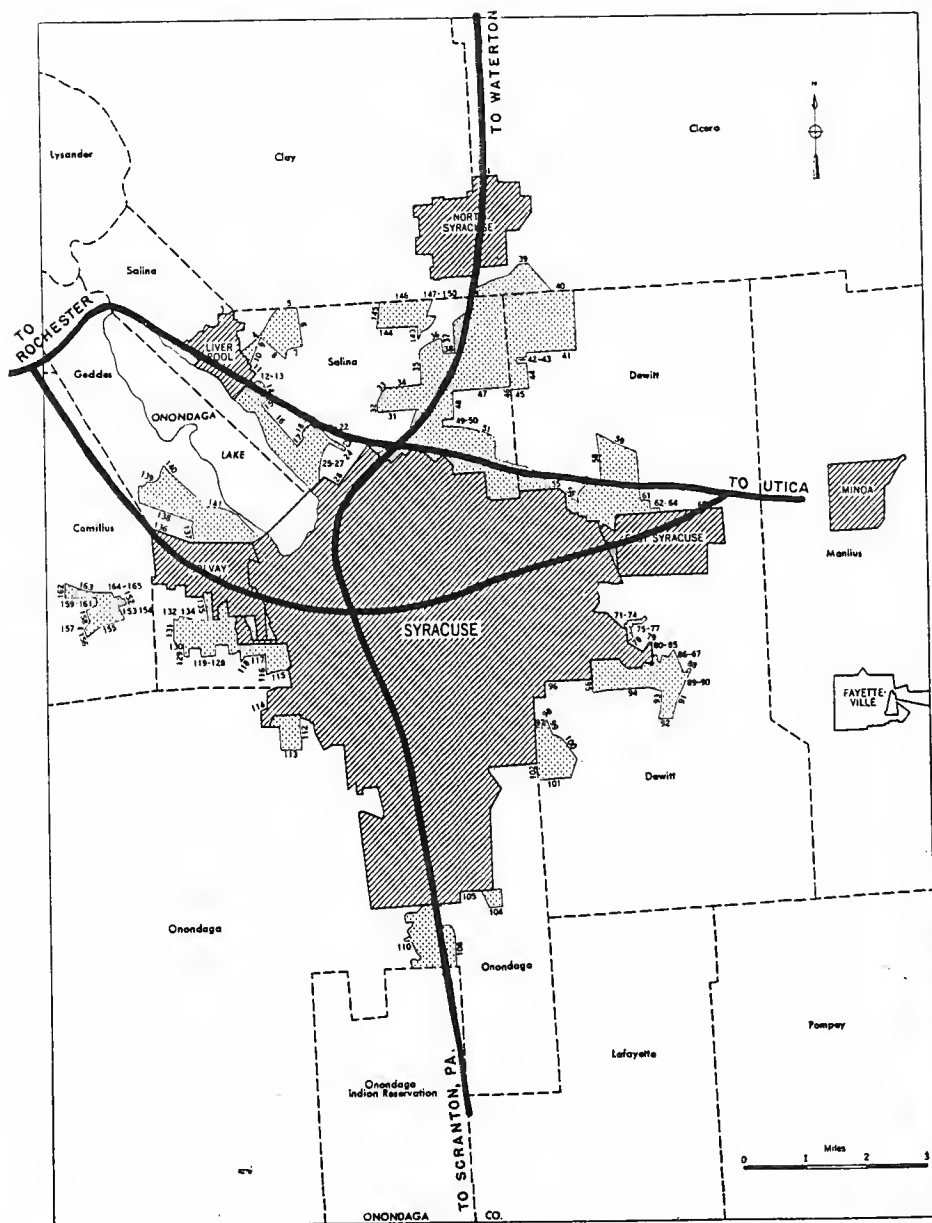


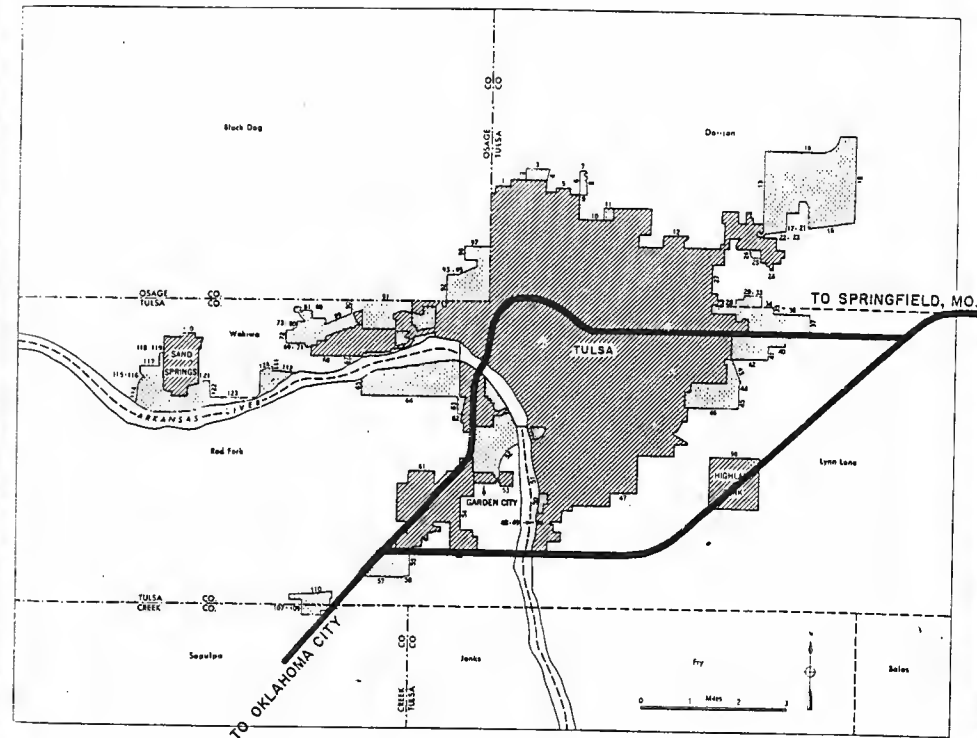
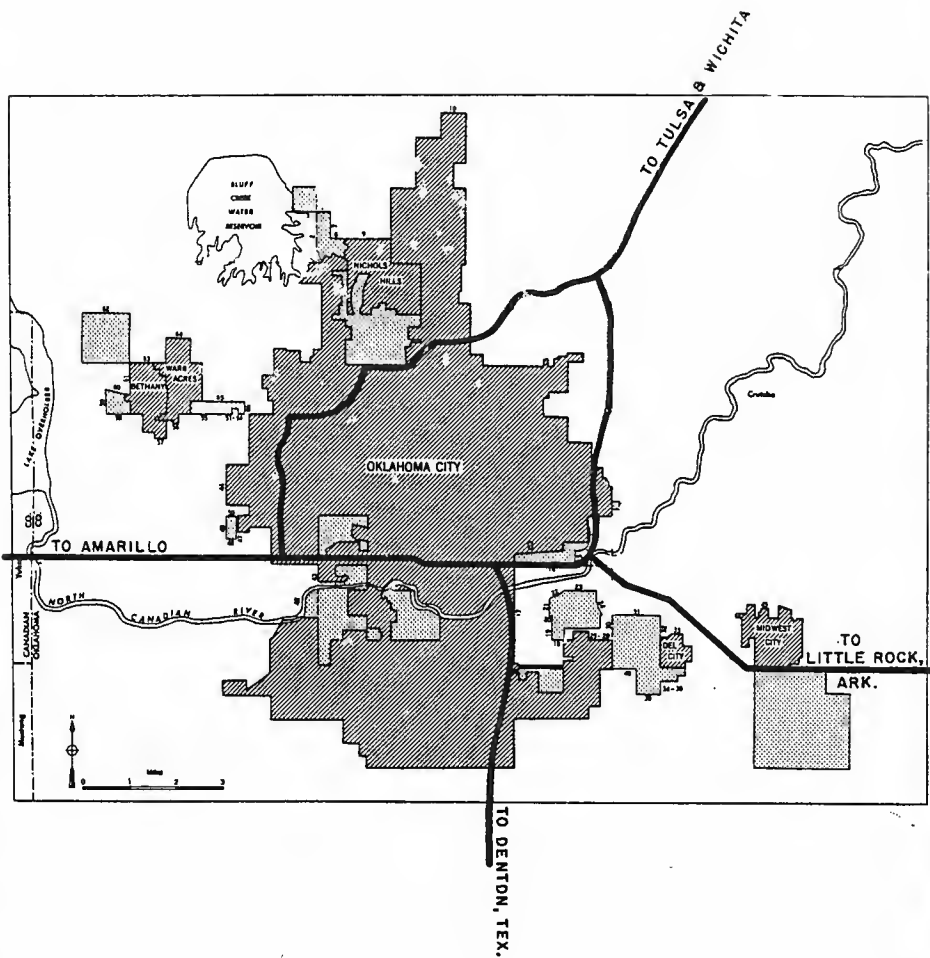


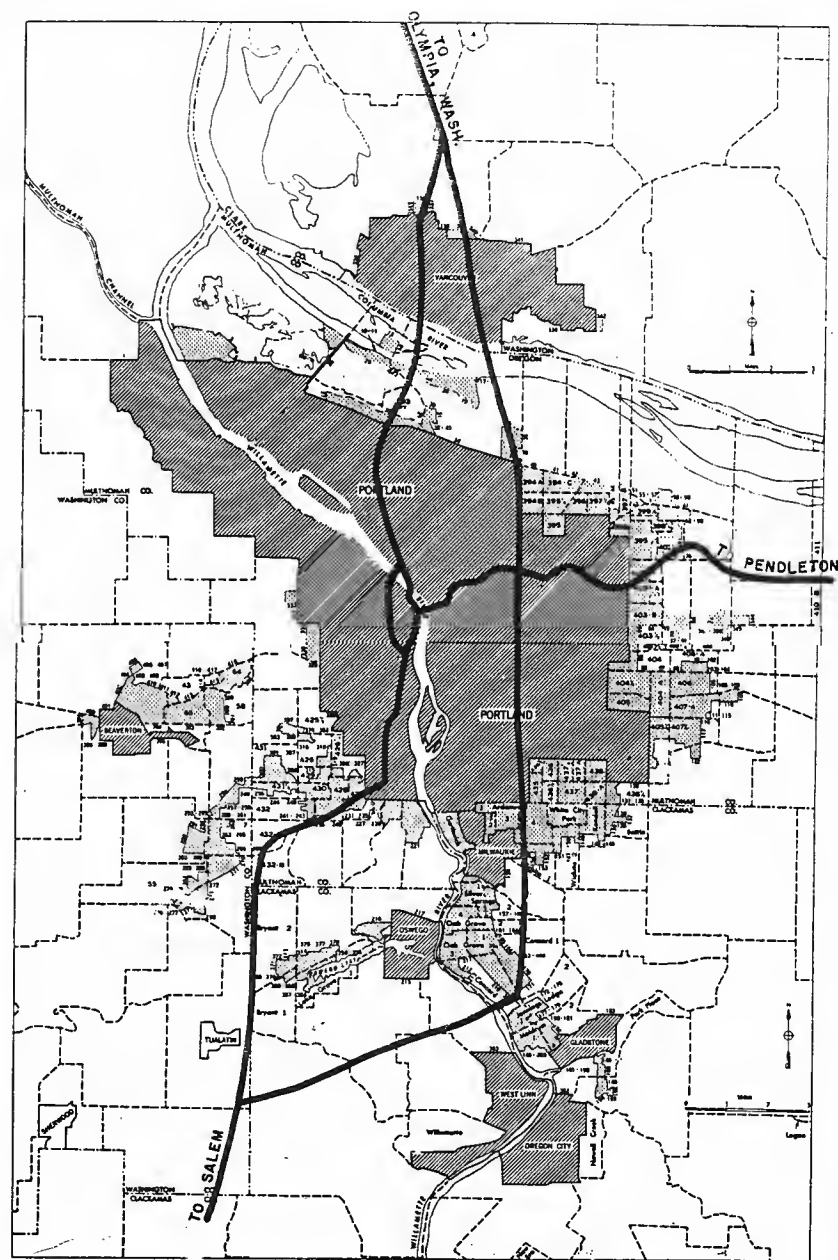
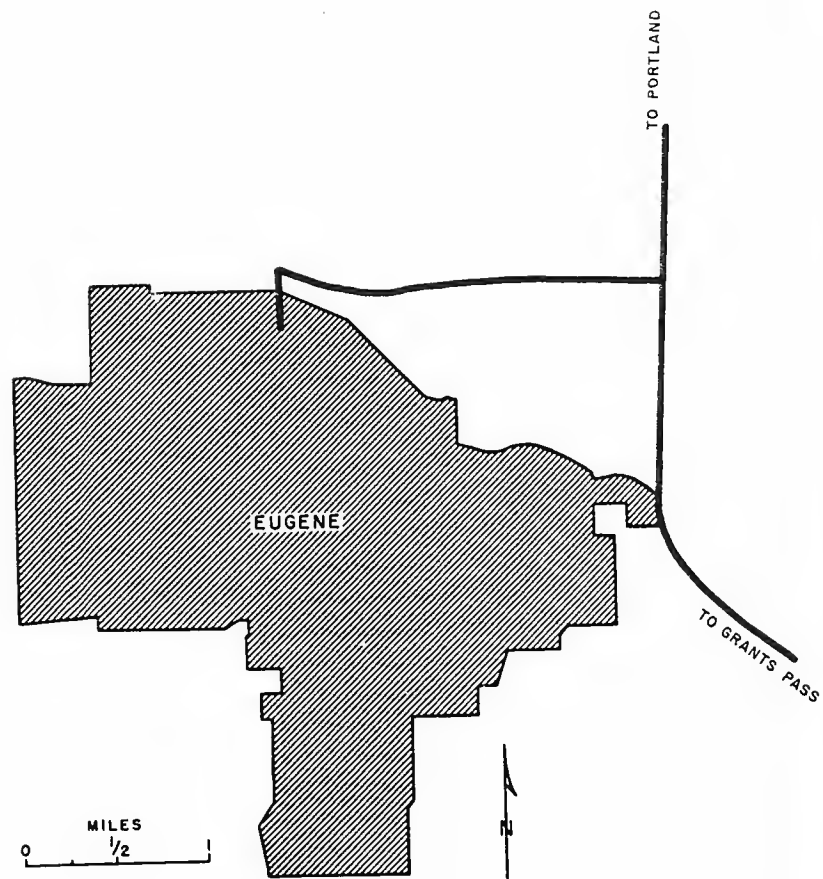


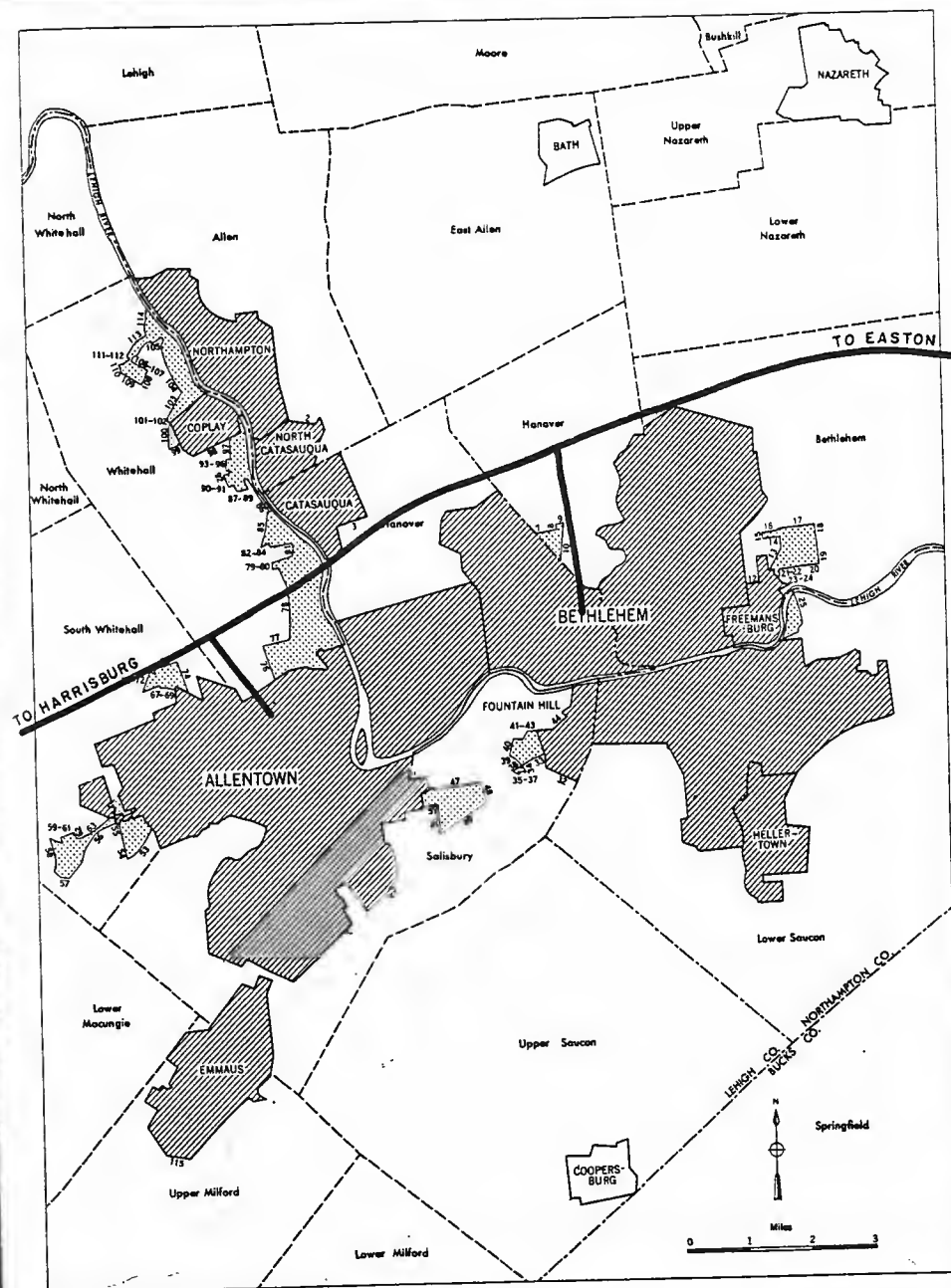
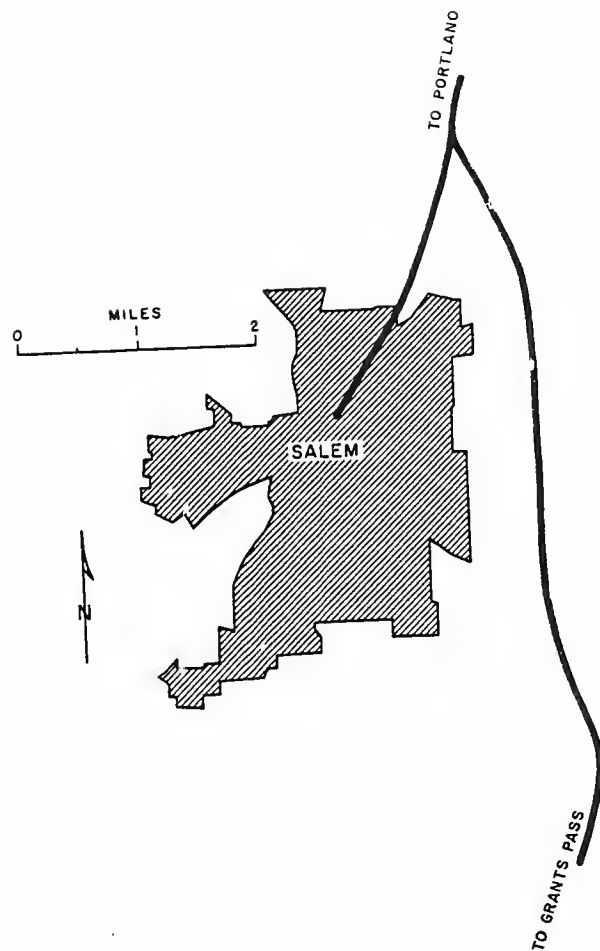


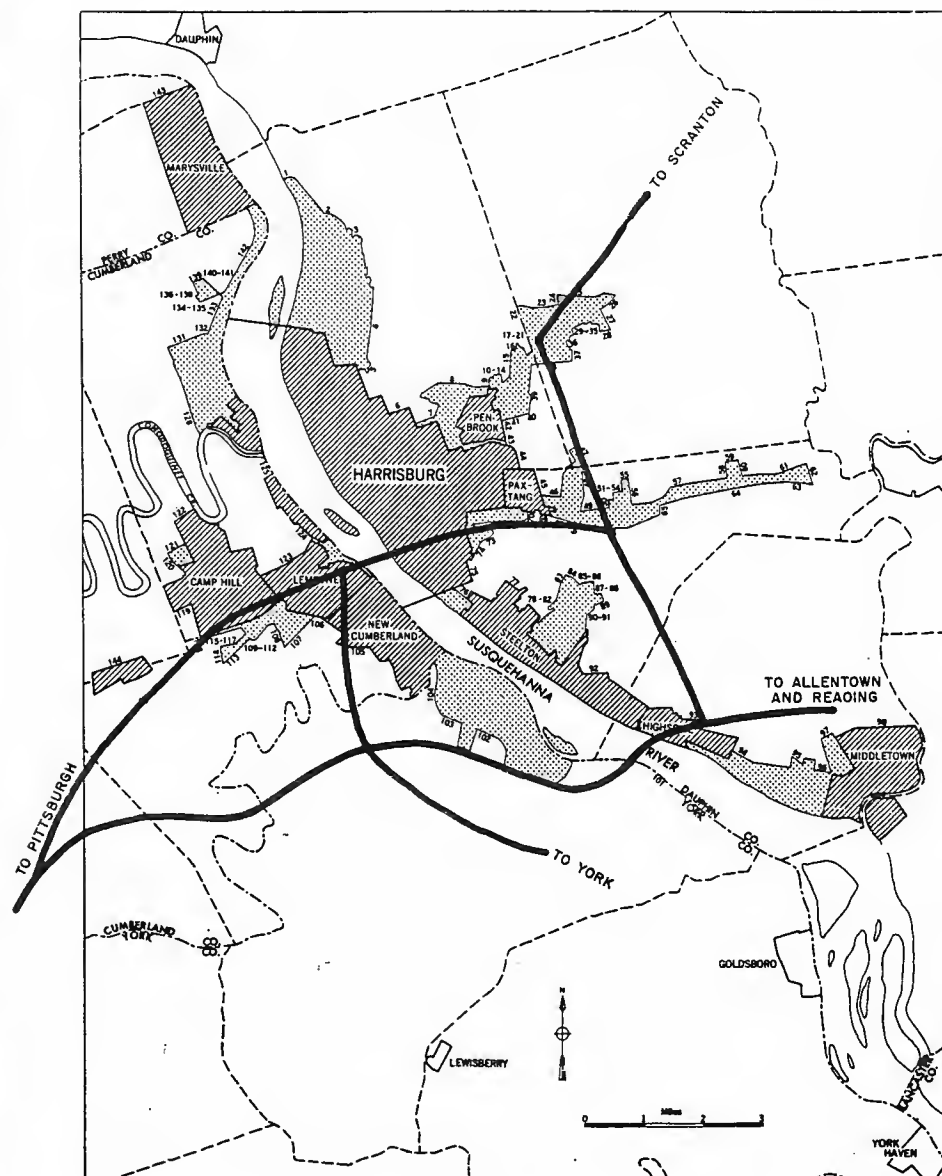
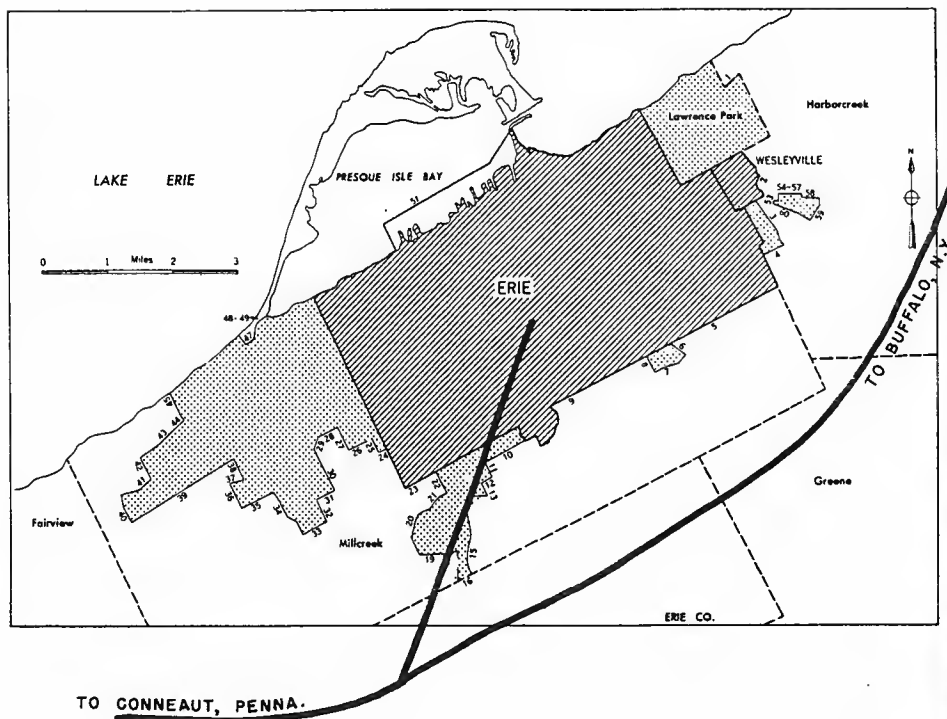


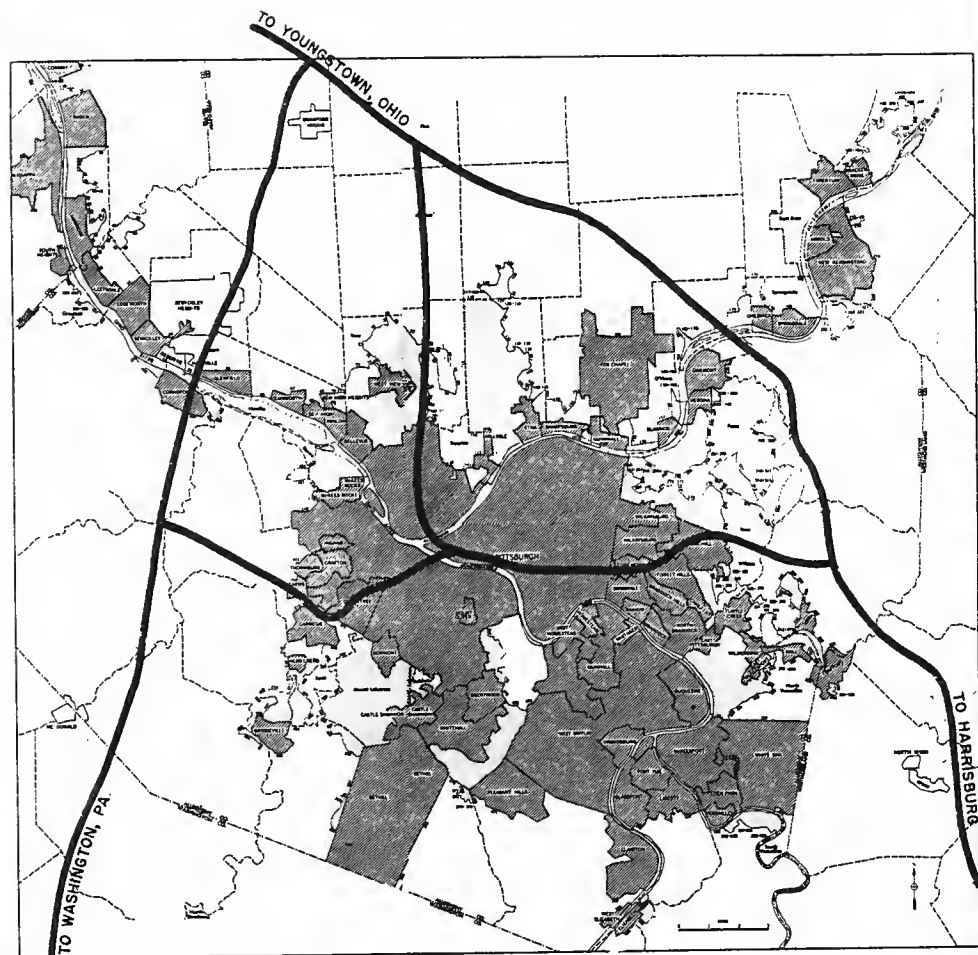
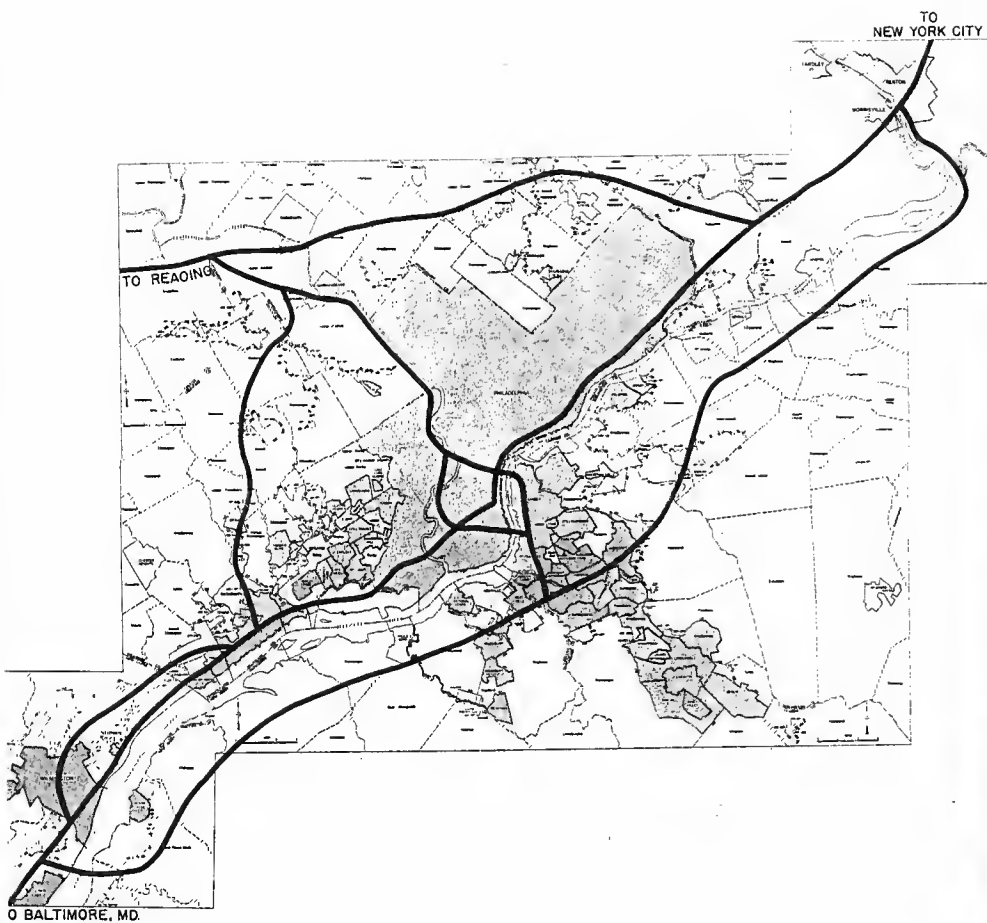


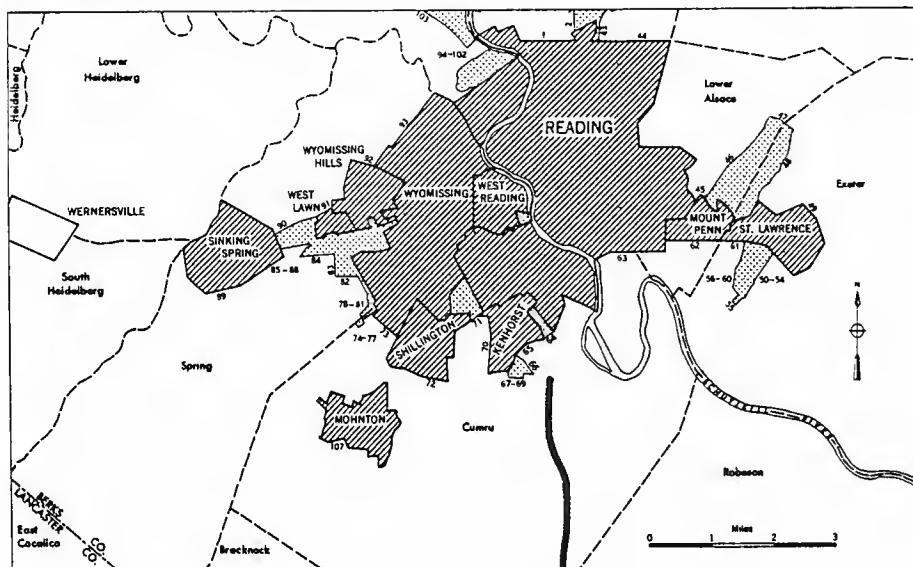






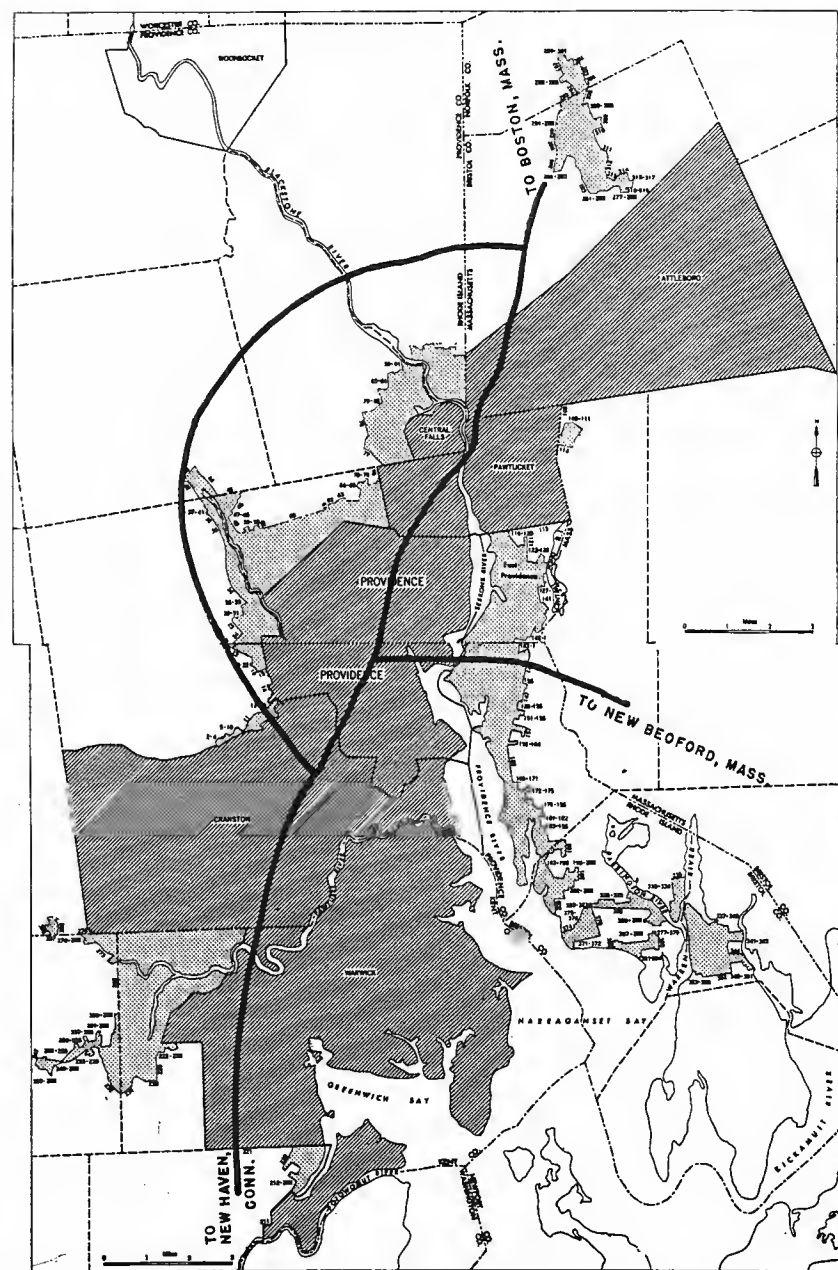


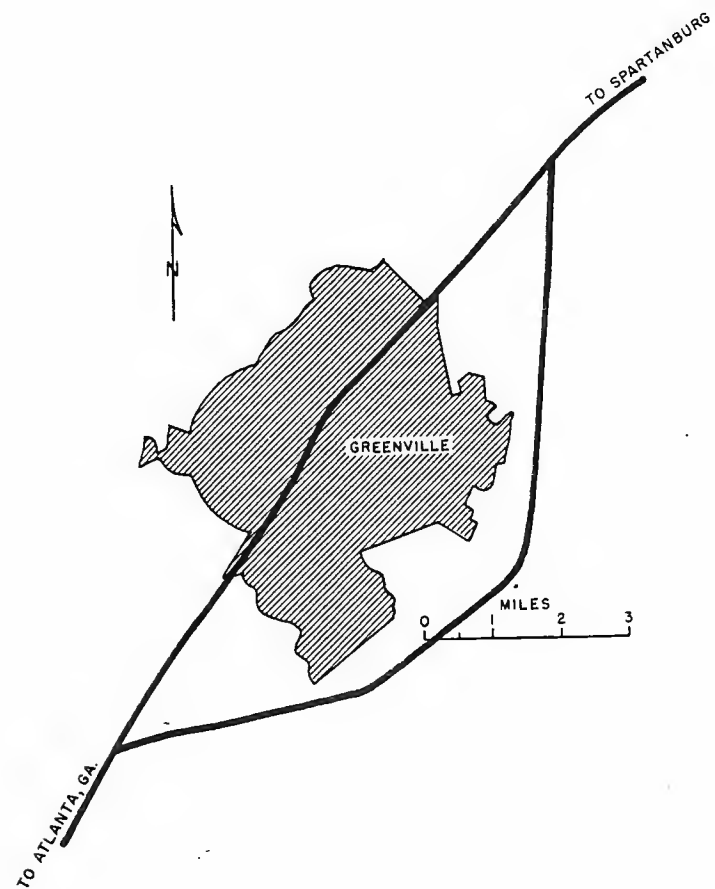
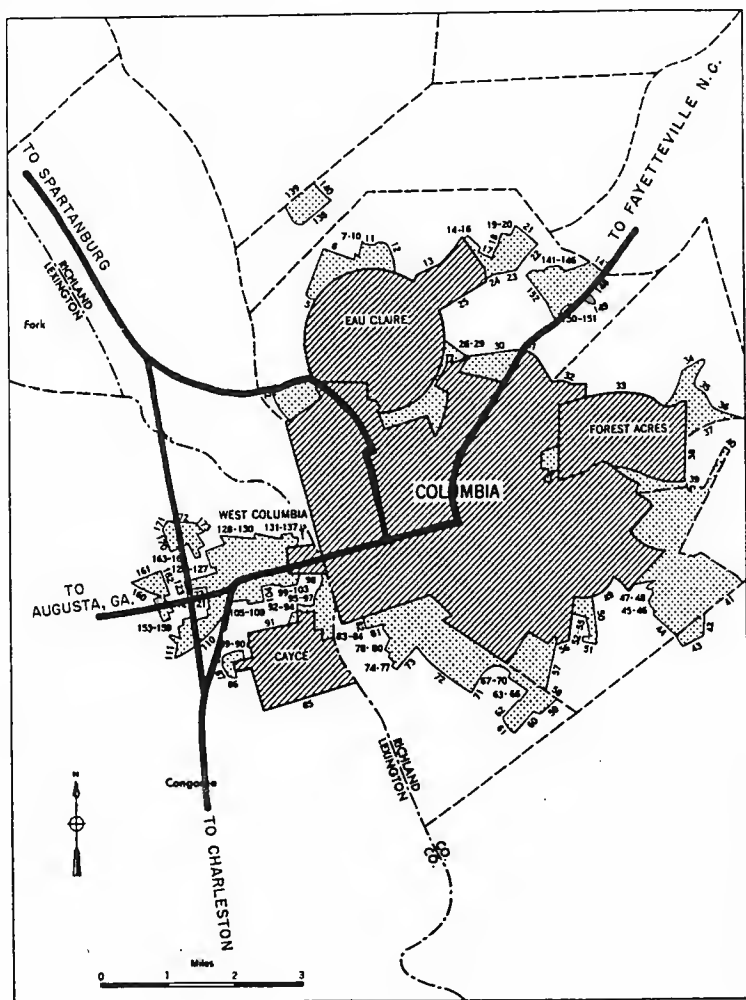


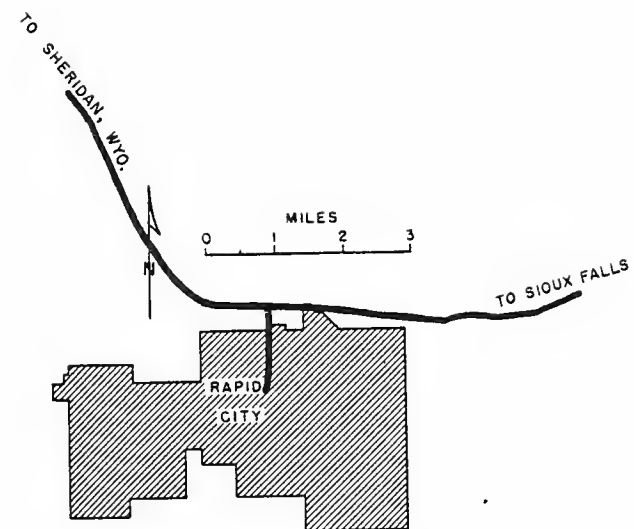
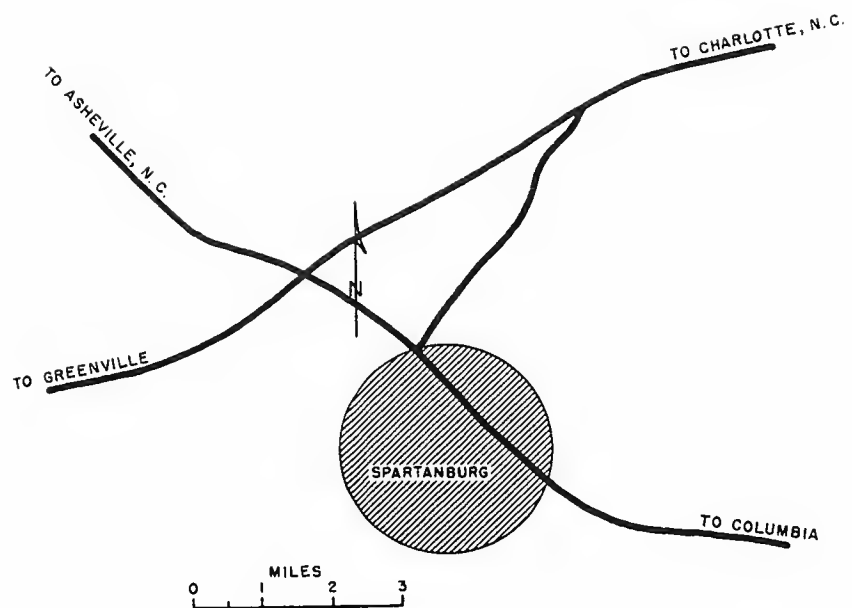


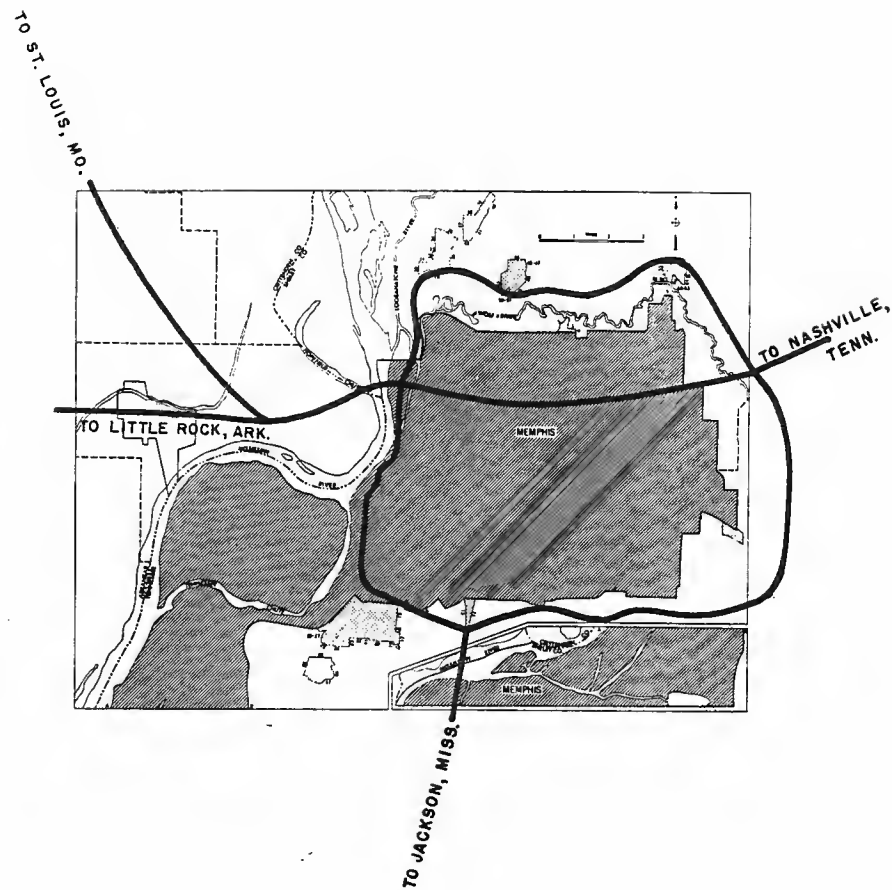
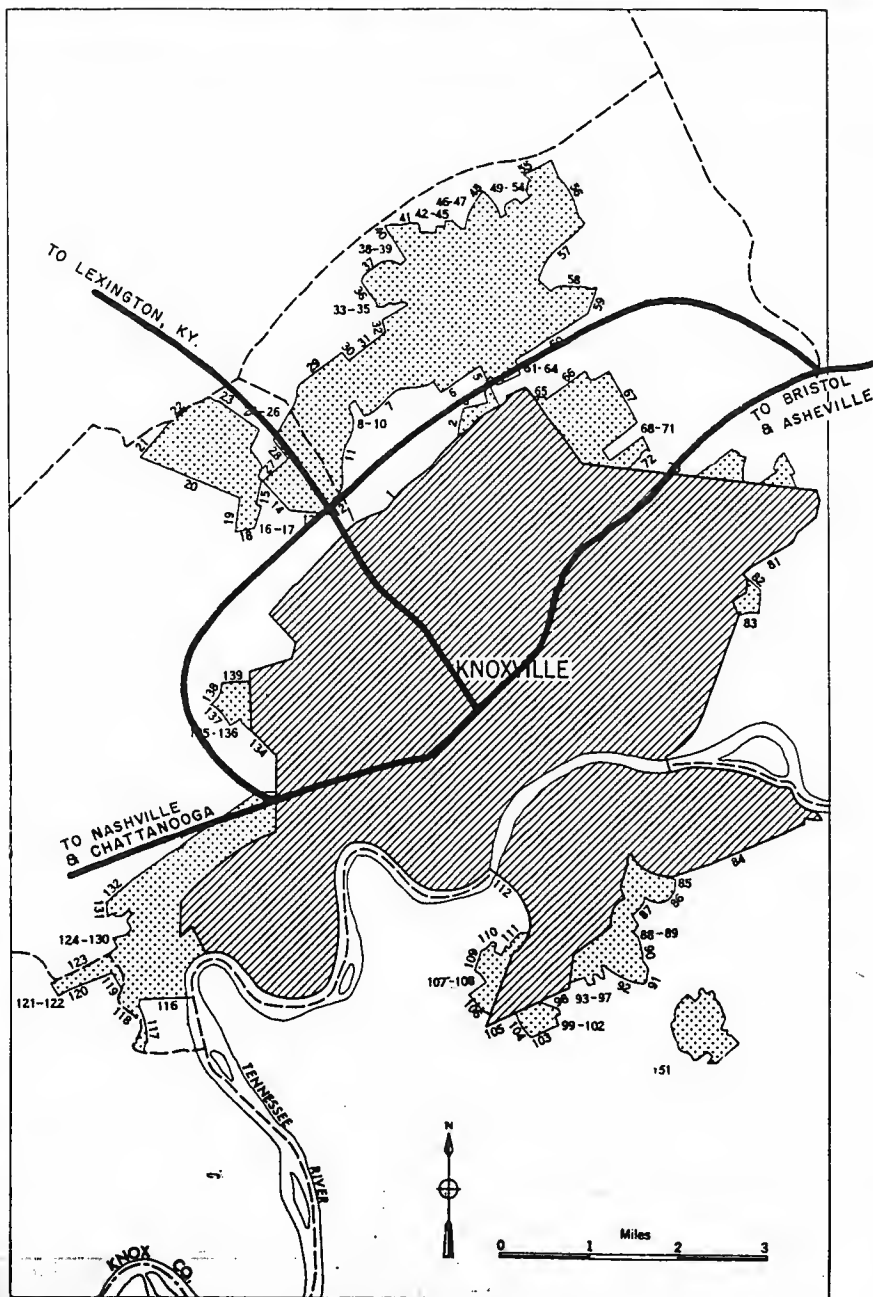
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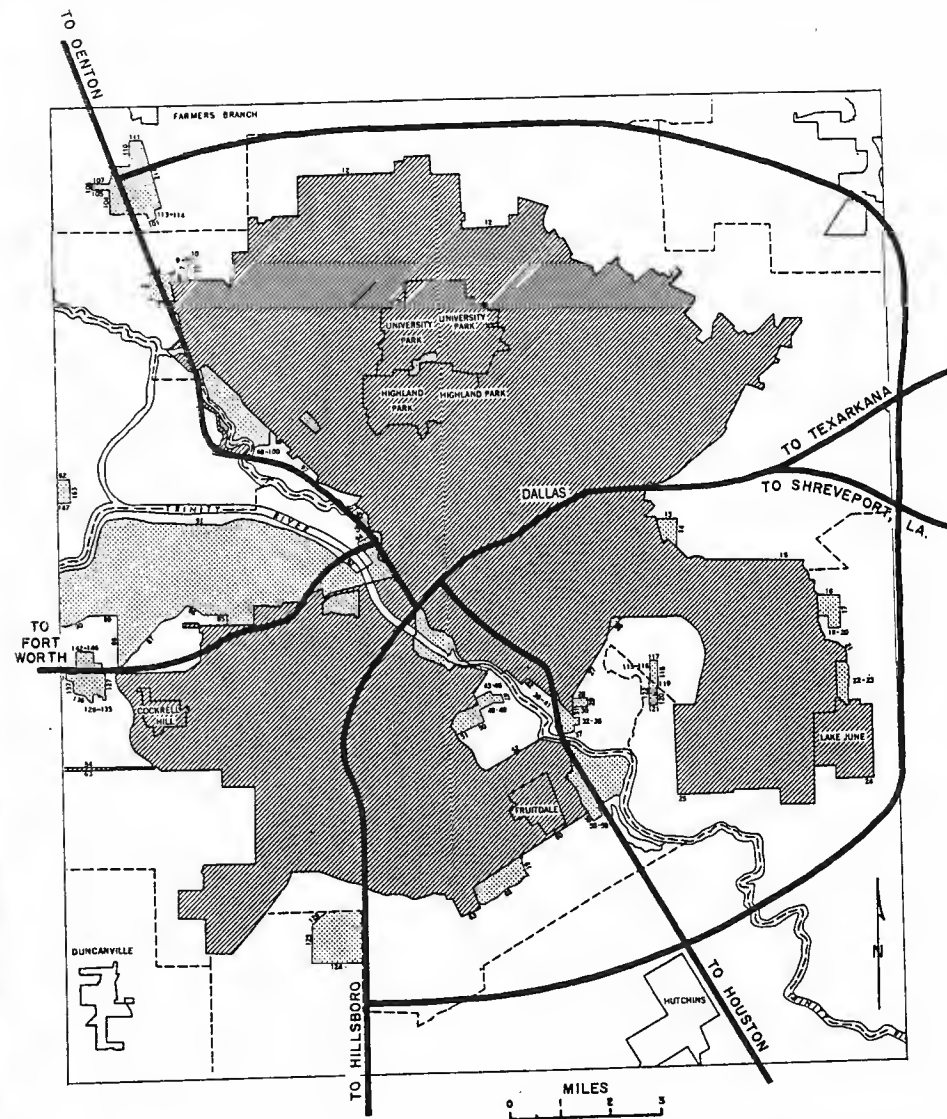
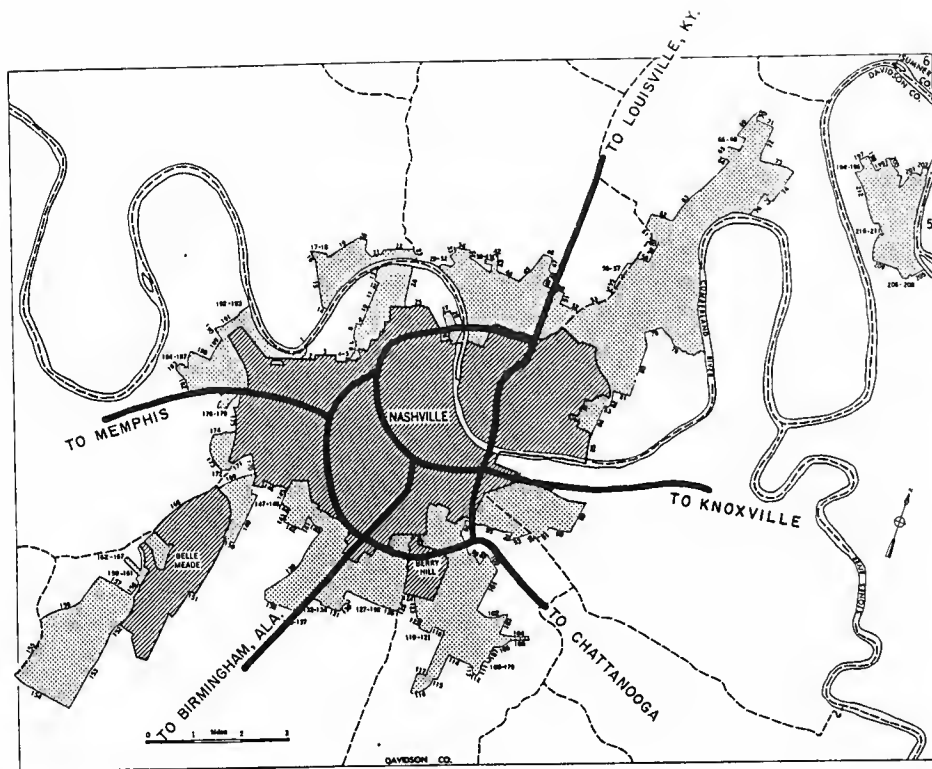
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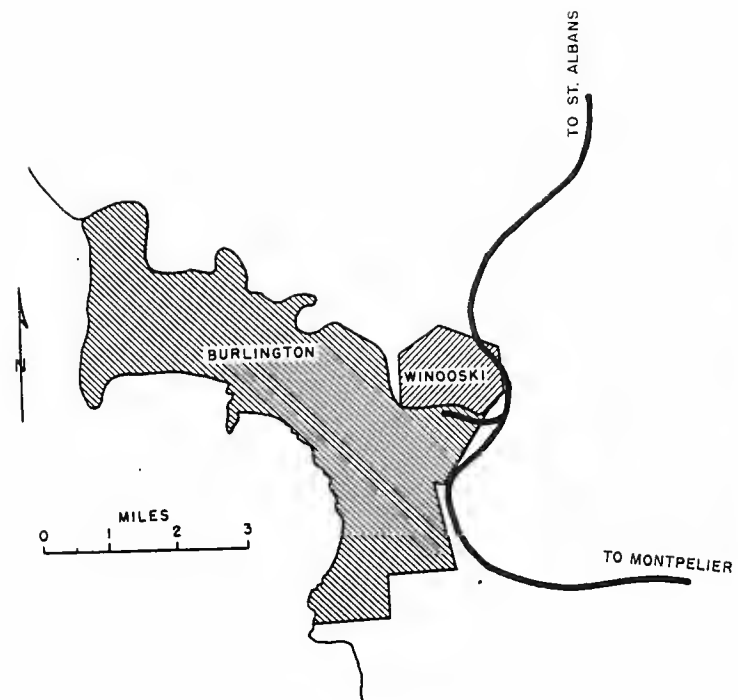
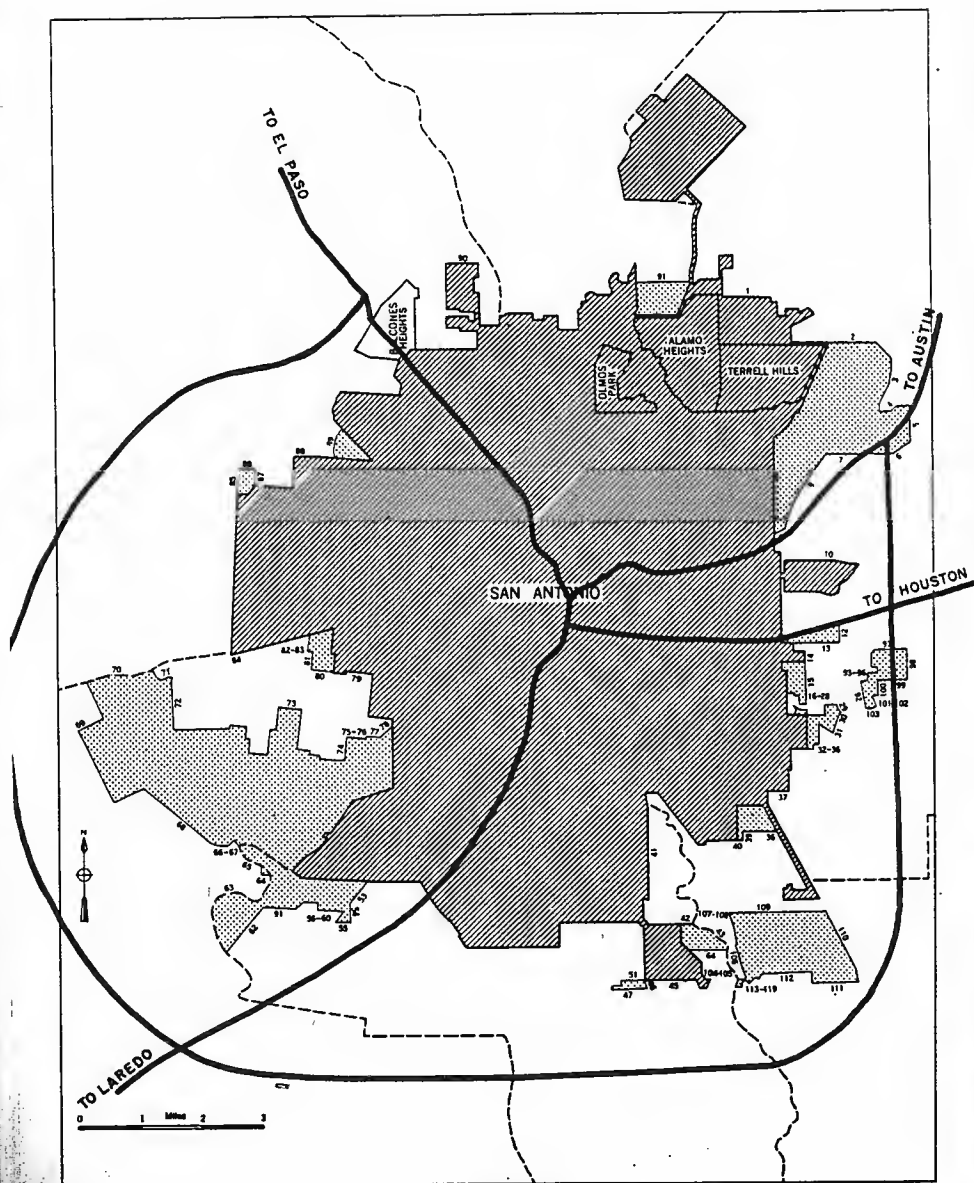


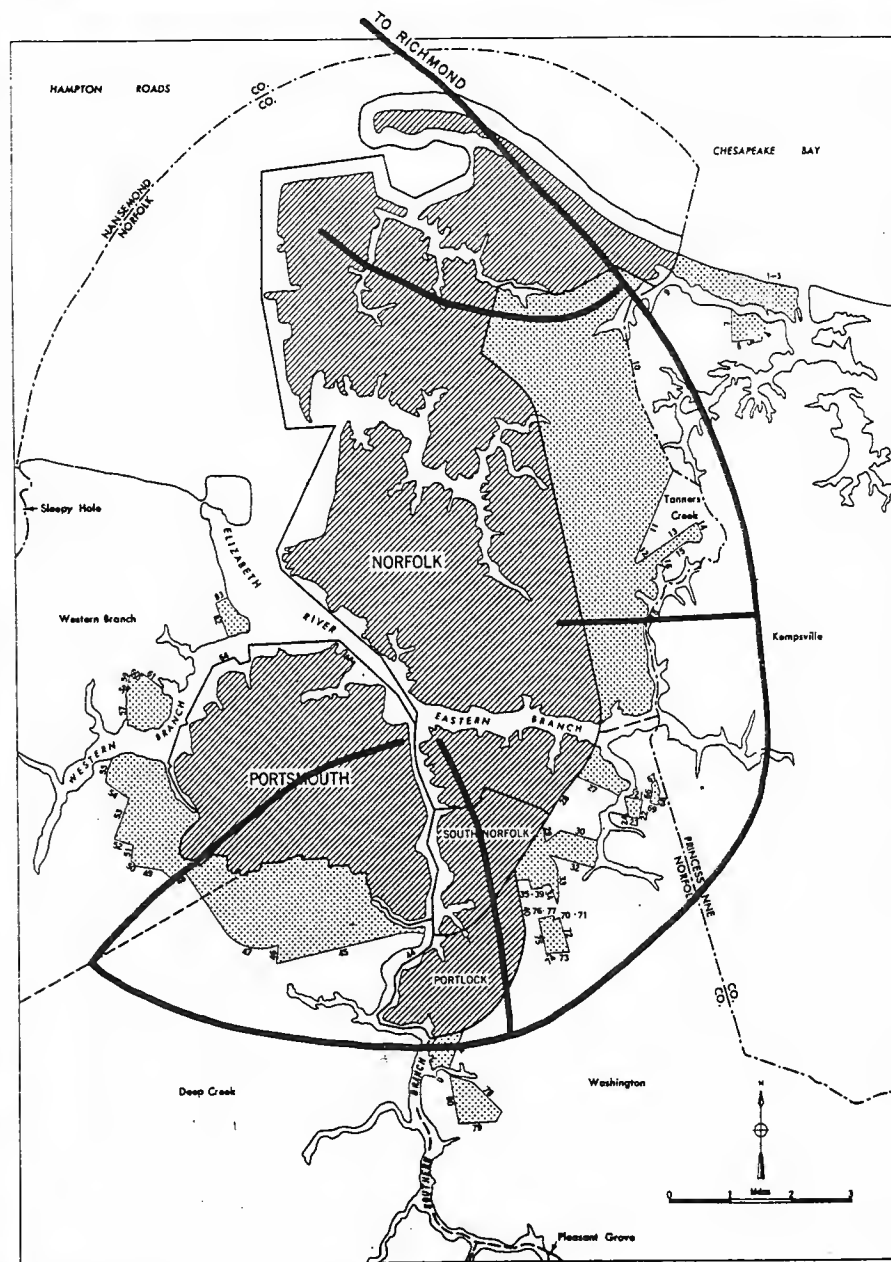
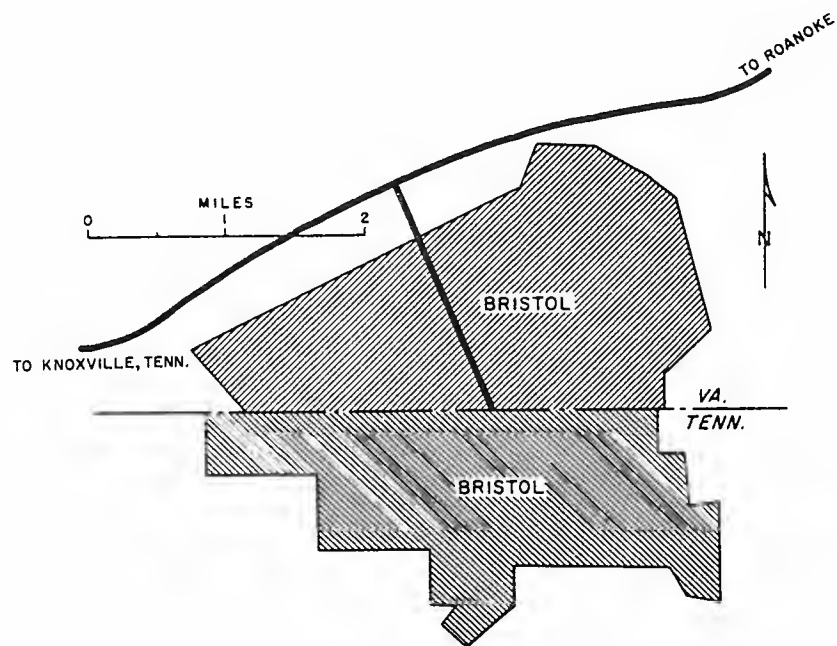












TO WASHINGTON, D.C.

